

AUGUST 21, 1953

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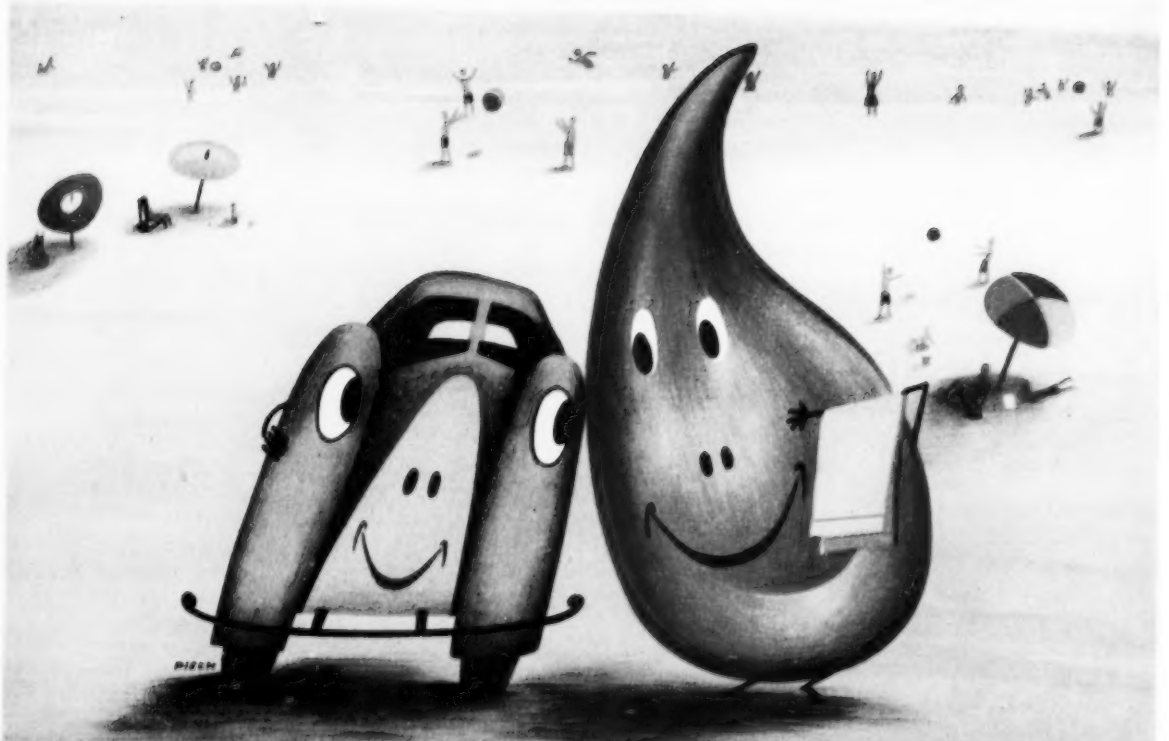
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A PRODUCT OF THE ROOTES GROUP

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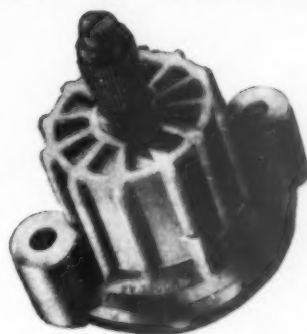
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Covers all models of Vauxhall and Bedford. Your old machine taken in part exchange. We supply the new engine first; you send the old one in afterwards.

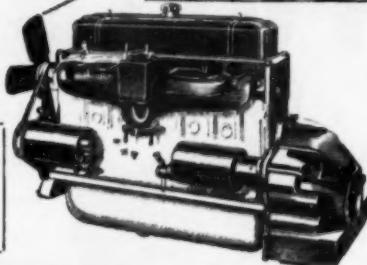
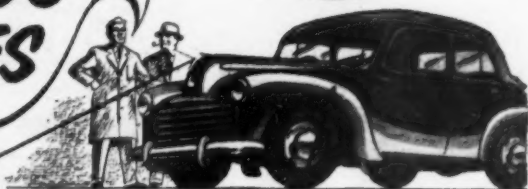
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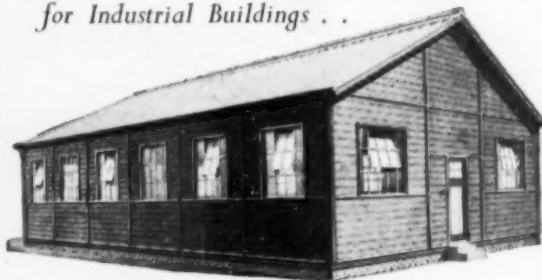
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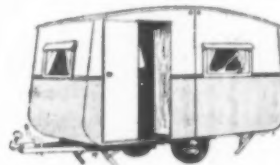
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AA 08	AB 08	8	1	1	.5
AA 10	AB 10	10	1 $\frac{1}{4}$	1 $\frac{1}{4}$.81
AA 12	AB 12	12	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1.68
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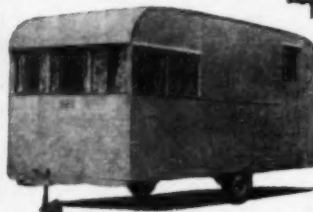
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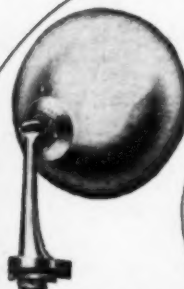
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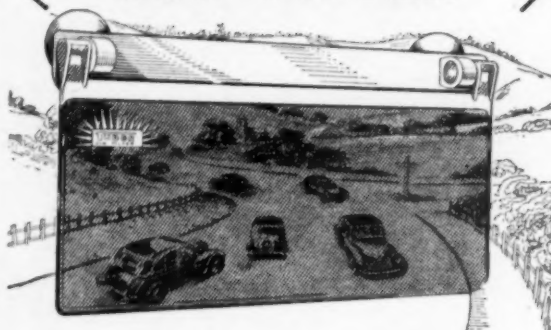
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user, sir — he's
tested them all
... fit Pirelli'



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SUN FILTER

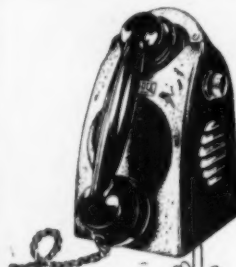


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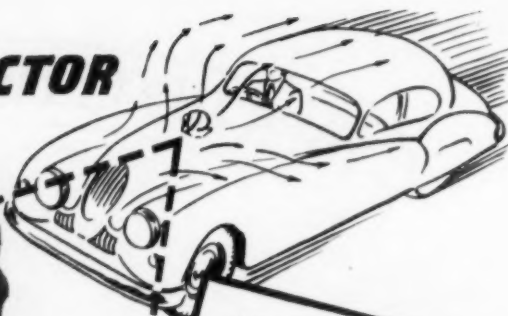
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**WITH THE
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Autocar August 21

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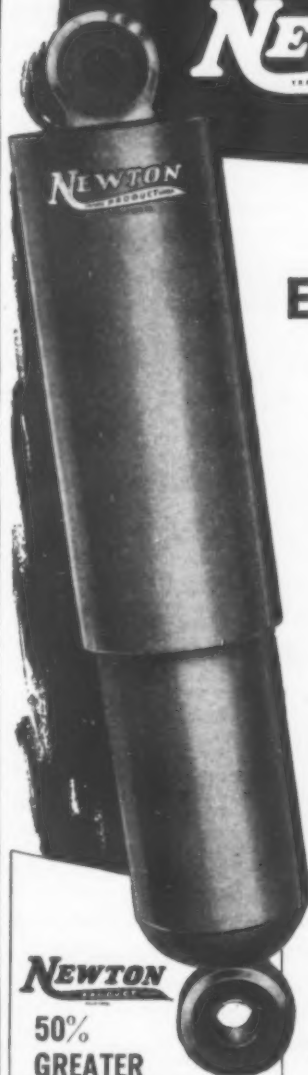


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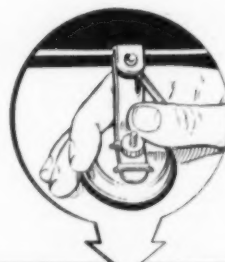
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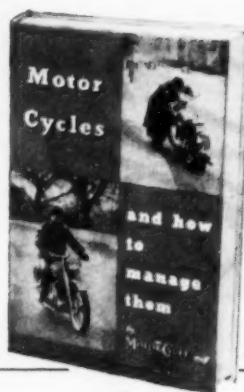
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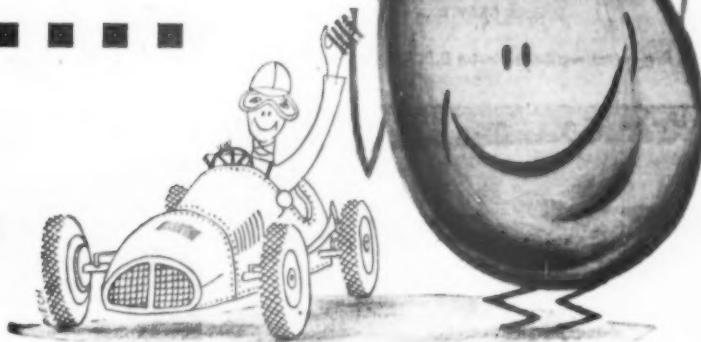
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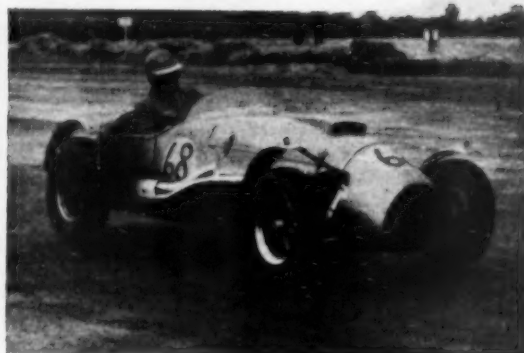
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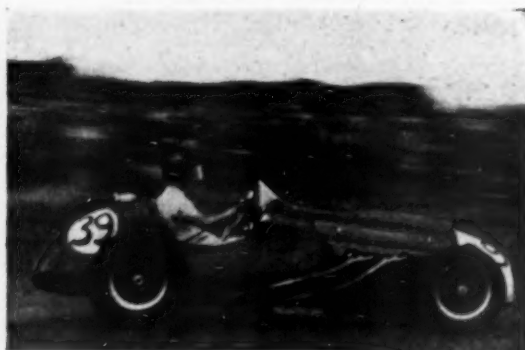


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The Autocar

FOUNDED 1895

No. 3012

Friday, August 21, 1953

Vol. XCIX

Diesel Economics

RENEWED Continental interest in compression ignition power units for cars has stirred hopes in this country that are never far below the surface; in that respect the diesel car has an affinity with the steamer. On present showing the gas turbine is more likely than either of them to replace the petrol engine.

The compression ignition engine is superior to the petrol engine in only one major respect—fuel consumption. This superiority is vastly exaggerated, however, by the price difference between petrol and diesel oil, and advocates of the diesel instance the very considerable saving in pence per mile with a too-ready acceptance of surface appearance. Almost all the price difference between the two fuels is accounted for by taxation, and any widespread shift in emphasis from petrol to diesel oil would result only in a taxation adjustment nullifying most of the gain.

There would remain, none the less, an economy in fuel usage of the order of 40 to 50 per cent, assuming roughly comparable performance in terms of pure power output, which is by no means the important qualification, "other things being equal." In many respects equality is unobtainable. The higher compression ratios of diesel engines give them a roughness that is easily avoided with spark ignition; they are more expensive to make and must remain so while extra strength and precision injection pumps are needed, and although servicing periods need be fewer than with the petrol unit, the diesel suffers in that its precision equipment is less amenable to emergency servicing. The German and Italian diesel cars of the moment are taking advantage of differential fuel taxation in various markets, but there is no doubt that this cosy corner will soon become bleak with a tax adjustment if too many manufacturers try to shelter within it.

Nothing that has been said condemns the diesel engine as a power unit; it is merely pointed out that, on a direct comparison, the petrol engine remains more attractive, especially as there is a great deal of scope for improvement in petrol consumption before anything like the ultimate is approached even in the present state of engine design.

Well-meaning, But

DOES the Minister of Transport really believe that his message to drivers, which will be issued with driving licences between now and the end of the year, is likely to have any effect on the accident rate? If so, it must be hoped that his naivety is not shared by the rest of Her Majesty's Ministers, for anyone who believes that 500 words of grandmotherly exhortation are likely to be more than glanced at by the paper-bombarded citizen of today must be capable of being led a long way up the garden.

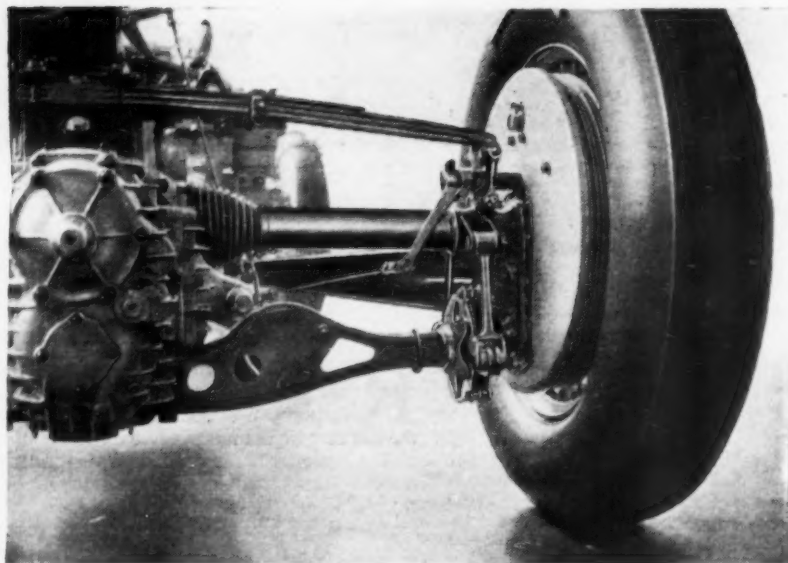
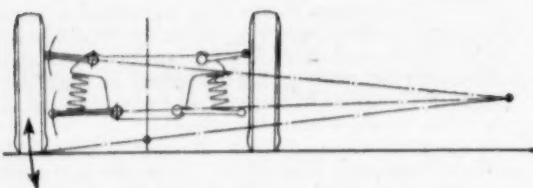
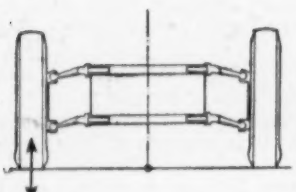
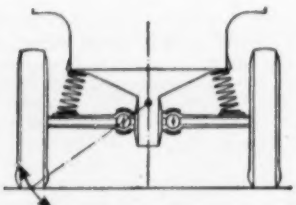
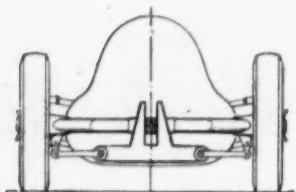
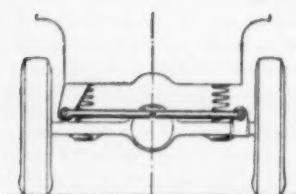
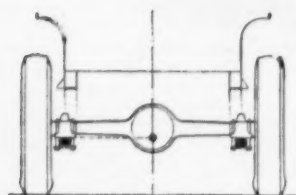
Mr. Lennox-Boyd reiterates all that the road safety propagandists have been saying for many years, but running through his message is a view that is becoming suspiciously prominent in his utterances, to the point where observers legitimately feel that it represents a strong personal opinion. It is implicit in the following quotation:

"The success of a crusade against road accidents depends, however, upon the efforts of every individual who uses the roads, whether he be pedestrian, cyclist or driver."

This embodies that mischievous assumption that all road users are of a sufficiently high standard of intelligence to avoid accidents if only they are careful and polite enough. As long as that view is held in official quarters, little progress will be made with road safety. The fact is that the road and its traffic today present a set of hazards the successful negotiation of which demands a high standard of intelligence; moreover, as the hazards increase so should the intelligence, and that at a time when the average intelligence of the public is suspected to be declining.

Let us draw for Mr. Lennox-Boyd a homely parallel. A parent dismisses three children to play on the unfenced bank of a deep canal. "Off you go, children. You will be quite safe if you all take care." True enough; but who is to blame if only one child returns with a sorry tale?

DETERMINING THE CENTRES

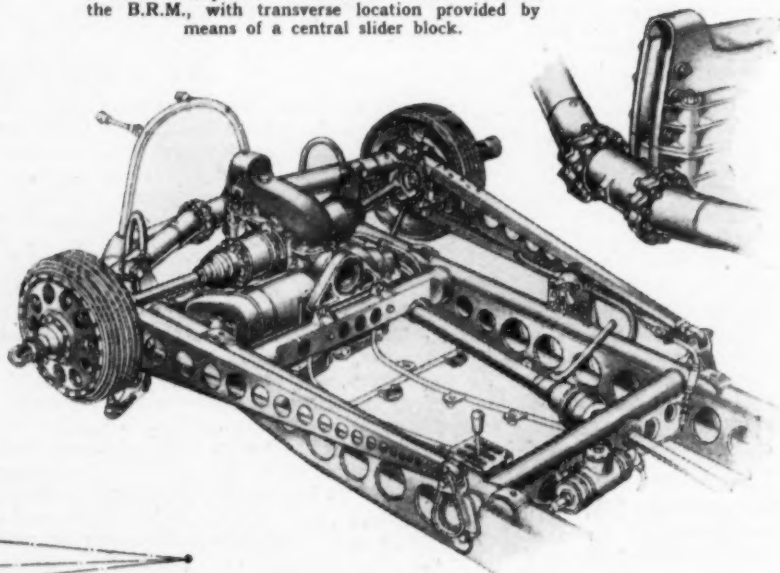


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WHAT IS REQUIRED OF THE SUSPENSION FOR

A de Dion suspension with outboard brakes used on the B.R.M., with transverse location provided by means of a central slider block.



Left : These six diagrams show the position of the roll centre for the most popular types of suspension systems.

IN *The Autocar* of May 1 some of the general considerations affecting the choice of a rear suspension were discussed in relation to passenger cars. It is now proposed to consider what is required at the rear of a car designed for very fast operation.

Racing cars are designed, at least in theory, to win races, and in order to win it is necessary to finish. This means that the car must not only go very fast, but it must be reliable as well. Unlike a production touring car, a racing car is produced in only small quantities, and is to a very large extent exempt from the production difficulties associated with its quantity produced counterpart. In the interests of obtaining the best possible power-to-weight ratio components must be as light as possible, and this in turn often requires the use of special materials. From the design angle, instead of being told to lay out a component so that it can be produced at a cost not exceeding 0.4 pence per unit, the engineer is allowed to design at perhaps a price of 2d. It is very important to remember that, although special materials can be used having properties of greater strength for a given weight, the limited production might not warrant the construction of very expensive press tools that are required to make the components of an ordinary production car.

In designing the suspension of a production car, it is necessary to provide a good ride over the very wide range of surfaces upon which drivers wish to travel; further, the suspension must be able to cater for the equally wide variation in loading from the driver only, to six up, a full

example, if the weight of the fuel is concentrated at the rear, and there is a slight understeer with the tank full, there is likely to be a marked understeer when the tank is nearly empty. In a similar way, if there is a slight understeer when the tank is nearly empty, the car may oversteer when it is full of fuel. In both cases this change is undesirable (although the oversteering car is worse), as it means that the steering qualities will change quite suddenly when the car leaves the pits after refuelling. It is, of course, not possible to adjust the tyre pressures as the fuel is consumed!

Steering Qualities

As well as the variable of fuel weight, with some suspensions the steering qualities, imparted to the vehicle as a whole by the rear suspension geometry, can change with a variation in the spring deflection; therefore, in order to provide a uniform feel, the effect of the reduction in fuel weight in relation to the deflection of the suspension system must also be considered. And further to complicate the issue, the steering characteristics under conditions of roll together with the weight transfer, which is affected by the height of the roll centre, are also factors which must be watched. Neglecting the pure steering qualities, the suspension must also cater for the change in torque reaction brought about when the car is accelerating or braking, and as the power-to-weight ratio is very much higher than that of a touring car, the loading and torque reactions will be correspondingly greater. The suspension, then, has to look after all

ESSENTIAL REAR

THE BACK WHEELS OF A HIGH-SPEED CAR?

By JOHN RABSON

tank of fuel, and luggage. There will also be a variation in speed from 0 up to around 80 m.p.h. and sometimes well above that figure.

With a high performance competition car the conditions are somewhat similar, yet the car must travel very much faster; it will not have such a wide variation in weight (expressed in terms of pounds) yet the percentage difference may be about the same expressed in terms of the proportion of variable load in relation to the total weight, because the all-up weight of the racing car is usually very much less than that of a family saloon, but it invariably carries a large quantity of fuel. In order to prevent the tail from wagging the dog, the unsprung weight must be as low as possible, and as the total weight of the vehicle is reduced, this task becomes increasingly difficult; the tyres and wheels, for example, are quite heavy items, and they at least must form part of the unsprung mass.

Weight Distribution Changes

The illustrations on page 228 show the change in weight distribution that can occur owing to a difference in loading with a passenger car, a change that can be accounted for to some degree by adjusting the tyre pressures to suit increase or decrease in load. In a similar way is illustrated the similar variation in loading on a racing car. This is caused by the quantity of fuel in the tank. This weight distribution can alter quite considerably even during the various laps of a race unless special precautions are taken in the design stage. For the purposes of argument, let us assume that it is desired to produce a vehicle with a slight understeer characteristic. Unless the reduction in weight brought about by the consumption of fuel affects the loading on both the front and the rear wheels to a similar degree, a change in handling is likely to take place. For

these factors, and give the driver a comfortable ride at the same time.

The variables involved then are dependent on weight, road surface, power transmission and suspension geometry. These can be further sub-divided, as variation in weight will not only alter front and rear loading but also the position of the centre of gravity, while the type of suspension will govern the height of the roll centre and affect the steering qualities, the stability, and in some cases the wheel adhesion



In the de Dion rear suspension on the Ferrari trailing arms control fore-and-aft location of the axle tube, which is located transversely by means of a central slider block (see illustration on following page).

THE INFLUENTIAL REAR continued

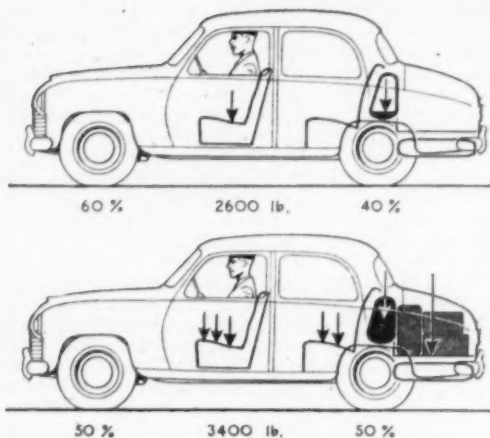
to the road surface under violent acceleration conditions.

So far the term roll centre has been mentioned, but how is it determined? Perhaps even more important, how can its height be altered and what effect does this have? Just as the centre of gravity is the position at which the weight is said to act, so the roll centre is the position about which the car rolls. Now, there is a roll centre for both the front and the rear suspension systems and the height of this may vary according to the type of suspension layout adopted. The axis about which the car rolls is determined by drawing a line through the roll centres at the front and rear. The actual position of the centres for various systems in general use is shown diagrammatically, and the method by which they are obtained can be seen. For suspension systems where the wheels are controlled by links and levers, the roll centres can be determined by simple geometry. If the location is by leaf springs the problem is a little more complex because the exact position of the centre may be affected by the relative flexibility of the spring, if it is used as part of an independent front suspension system, and the flexibility of the spring mountings as on a Hotchkiss drive rear suspension. For practical purposes the roll centre of a rear suspension of this type can be considered to occur at the level of the spring anchorage point of the axle.

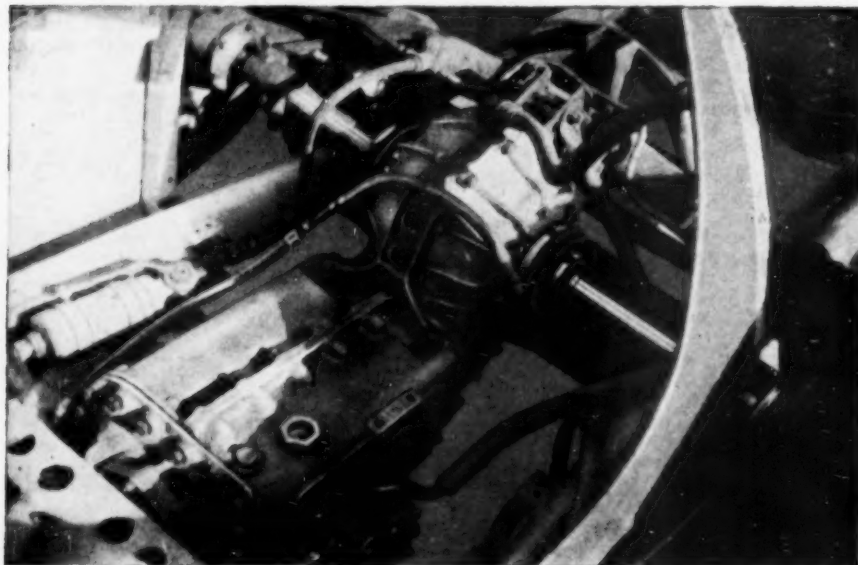
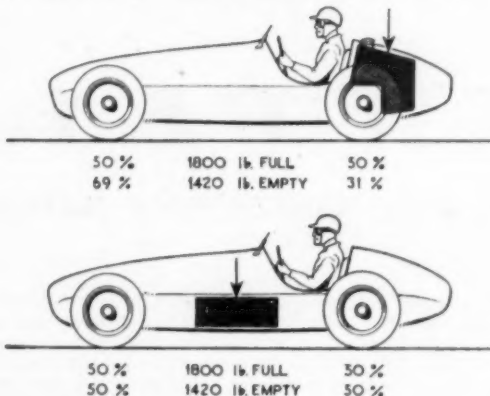
Positive Wheel Location

Although the simple form of rear suspension, using the live axle and two half-elliptic, or "cart," springs is very satisfactory for the normal type of passenger car, with a racing car, and in some cases with a high performance passenger car, a more positive form of wheel location is required together with some reduction of the unsprung weight that is inevitable with the Hotchkiss drive arrangement.

There is one very simple attachment often used in conjunction with various suspension systems: it is the Panhard rod. This consists of a transverse rod attached to the chassis at one end, and the axle tube or casing at the other. This very simple-looking device can considerably affect handling qualities. Not only does it "tie up" the rear end and prevent transverse movement of the axle under cornering conditions (because of the flexibility of the springs); it also alters the rear roll-centre height and consequently changes the position of the roll axis, which in turn affects the amount of



In order to obtain fifty-fifty weight distribution when a car is laden with three passengers in the front, two in the rear, a full tank of fuel and luggage, it is necessary to design so that the vehicle is nose heavy with one-up loading.



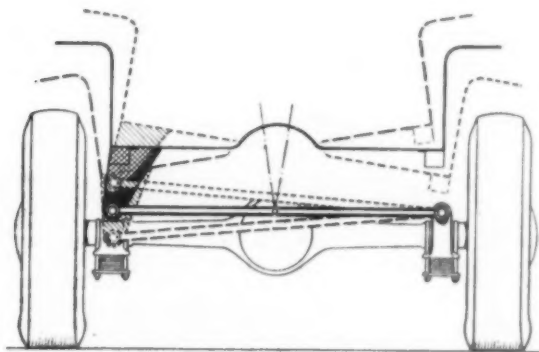
It is possible to maintain uniform weight distribution regardless of the amount of fuel carried if the tanks are located midway along the wheelbase. On the other hand, with a large fuel tank mounted behind the rear wheels the variation in weight distribution can be considerable.

The modern Ferrari racing car uses a de Dion rear axle layout, while the gear-box and final drive form a single chassis-mounted unit.

roll and the weight transference owing to the change in the distance which separates the roll axis height and the centre of gravity.

For example, if the rear roll centre height were raised so much that the roll axis passed above the height of the centre of gravity, the car would roll inwards, instead of outwards, on a bend. If the rod is parallel to the line of the rear axle (when viewed from the rear) then the roll centre can be considered to occur at a height equal to the attachment point of the bar to the chassis. This condition will, however, exist at only one position of vehicle loading, as relative movement between the body and the axle will alter the angle of the rod. Because the bar is not of infinite length, the angular movement of the bar will cause a certain amount of sideways movement between the axle and the body, but if the bar is correctly designed this can be reduced to a minimum; in most cases it will be considerably less than the movement permitted by the flexibility of the springs when no bar is fitted, and in any case it is constant. Now, although the roll centre can be considered to occur on the chassis centre line at a height equal to the chassis attachment point if the bar is horizontal, it would seem logical to consider the centre to occur at the position where the line of the bar cuts the chassis centre line, if the bar is inclined, as this centre would cause considerably less side movement on the body. It also means that the height of the roll centre will vary according to the degree of loading.

The next important requirement is a suspension system that can cope with the torque reaction and braking loads without affecting the geometry and consequently the hand-



This illustration shows the relative movements between the body and chassis on right- and left-hand roll when a Panhard rod is fitted.

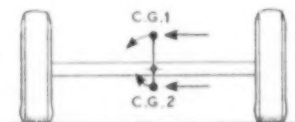
ling characteristics of the vehicle. Again, these reactions can be controlled by the springs, as with a Hotchkiss drive, but often a more positive form of control is required to prevent the springs becoming S-shaped because of the axle nose trying to lift when the car is accelerating, and fall when the brakes are applied. To overcome this, various systems of rods and tubes can be used. A well-known arrangement on some passenger cars is the torque tube drive. This system is not generally used on racing cars, but radius rods have been used to guide the axle and also to prevent winding up of the springs. A system of this type is, of course, essential if coil springs or straight torsion bars are used, but there is some tendency at the moment to use leaf springs on quite a number of high performance sports and racing cars, possibly because of the damping qualities and ease with which slight modifications in spring characteristics can be made. But it is important to note that in many cases where leaf springs are used they are shackled at both ends to act as the spring medium only, and the axle is positively located by radius rods.

The next factor to consider is how to reduce the unsprung weight, a matter that becomes increasingly important as the overall weight of the car is reduced. With a Hotchkiss drive,

the axle casing, crown wheel and pinion, differential gears, half-shafts, brakes, wheels and tyres, and even part of the leaf springs form the rear unsprung weight, and on a car of light construction this can amount to a considerable proportion of the total weight. The first step would seem to be to mount the final drive transmission unit on the chassis and to have some arrangement of jointed shafts to transmit the drive to the rear wheels.

There are several ways in which this can be done, the two most popular being by means of swing axles, or a de Dion rear suspension. With both layouts, the unsprung weight can be further reduced by mounting the brake drums on either side of the final drive transmission casing. As regards power transmission, the swing axle layout seems an attractive solution, as universal joints are not required at the outer ends of the final drive shafts. However, this layout does result in a change in camber angle, a variation in the roll centre height and often a change in the toe-in and toe-out of the wheels with a variation of loading. It was used by the Auto-Union racing cars from 1934 to 1937. Initially the springing medium was by means of a transverse leaf spring placed above the transmission casing, but in

The position of the centre of gravity relative to the roll axis can affect the direction and magnitude of roll on corners.



1935 longitudinal torsion bars running inside the chassis tubes were used. Although the swing axle layout has often been tried, it has in many cases been modified at a later date, and in 1938 Auto-Union changed to the de Dion type axle with transverse location provided by means of a Panhard rod. It is difficult to talk about Auto-Union without at the same time thinking about the rival camp—Mercedes-Benz, who changed to that type of suspension a year before. Unlike the Auto-Union, Mercedes used a central slider to provide transverse location of the de Dion tube in place of a Panhard rod, a system very similar to that used on the E-type E.R.A. and the B.R.M.

De Dion Variations

On the B.R.M. the fore and aft location and the torque reaction are controlled by the two long radius arms which extend forward and are attached to the chassis. The rear ends of these arms are fixed to the axle tube, which is located transversely by means of the central slider block. With this layout the large mass of the final drive gearing is sprung, but the rear brakes are mounted on the ends of the de Dion tube and are in consequence unsprung. The proportions of the transmission unit do not readily permit the amount of space that would be required to house the brakes inboard. A modern example of the system adopted by the Auto-Union is that to be found on the Aston Martin DB3, where the transverse location of the de Dion tube is by means of a Panhard rod, but whereas Auto-Union used radius arms, similar to the arrangement on the B.R.M., Aston Martin use a system of trailing arms forming parallel links. They also use inboard brakes further to reduce the unsprung weight. An interesting design detail on the Aston Martin is the arrangement of the links. The right-hand lower link bearing is placed lower down than the left one, so that the torsion bars, which form the springs, can run one below the other across the frame.

When a central slider block is used, the rear roll centre will be at the point where the slider is in contact with the frame. Also the relative movement between the body and the wheels will be the same for wheel movement or roll, to either left or right. The effect on the roll centre position when a Panhard rod is fitted has already been mentioned, but it should be noted that as the rod swings it will produce some sideways movement between the body

THE INFLUENTIAL REAR

... continued

Yet another variation of the de Dion suspension is found on the early Moss Cooper-Alta, where the transverse location is by means of a Watt straight line motion mechanism.

and the wheels. This is reduced to a minimum if the rod is parallel to the wheel centre line under conditions of normal loading. To obtain a true straight line motion (within limited wheel movement) attention is shifted from M. Panhard to Mr. James Watt, who, in the eighteenth century, designed a linkage to give straight line motion; this has been adopted recently for the transverse location of rear axles. Two examples are the Cooper-Alta designed early this year for Stirling Moss, and the Alfa Romeo cars used in the Mille Miglia and at Le Mans this year, both in conjunction with a de Dion axle layout. Yet another variation is to be found on the JR Allard, where the axle tube is located by an A-bracket in place of either a slider or a system of rods.

The de Dion system is perhaps the most popular arrangement for racing and high performance sports cars. It enables a very considerable reduction in unsprung weight to be made, the roll centre can be adjusted within limits to suit the other features of the chassis, and also the camber angle of the road wheels does not change as with a swing axle arrangement.

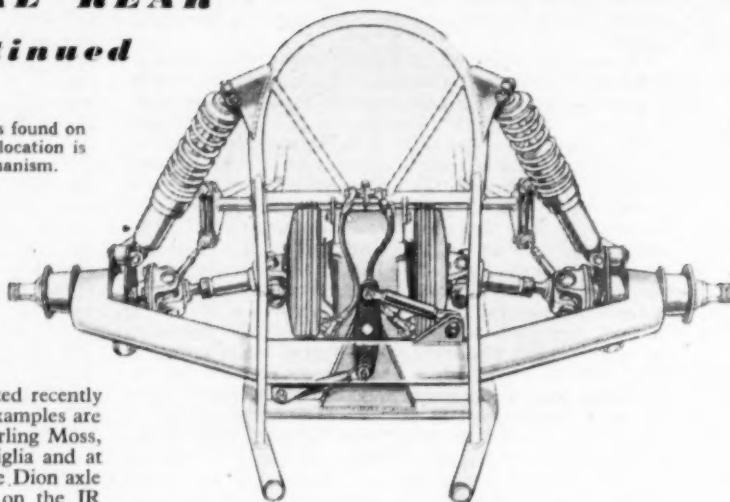
The tendency for one wheel to slip owing to torque reaction under conditions such as acceleration from a standing start is a matter that has received attention from time to time. One method of overcoming it is by using a limited slip differential which, as its name implies, limits the freedom for relative movement between the two wheels. When torque is applied to an axle of conventional design two reactions must be resisted; first the nose piece tends to lift because of the pinion trying to climb up the teeth of the crown wheel; secondly, again considering the crown wheel as fixed, torque will tend to lift the right-side rear wheel. The magnitude of these two reactions will be proportional to the axle ratio that is used.

Jaguar Layout

An ingenious solution to the problem is that used by Jaguar on the C-type cars, where the variation of wheel loading caused by the torque reaction is automatically balanced by off-setting the attachment point of the axle to the chassis. Instead of using a central A-bracket in conjunction with the two trailing arms attached to torsion bars and a live axle, an offset link is used. This link is arranged so that the ratio of the distance between the chassis centre line and the position of the link attachment point (when viewed from above), to the distance from the rear axle centre line to the point on the chassis where the line of action of the trailing arm and the link intersect, is equal to the axle ratio of the car, thereby producing reactions of the correct ratio to counteract and balance the forces. A Panhard rod provides the transverse location.

On the earlier C-type cars an offset A-bracket was used in place of the top link and Panhard rod. On their sports cars Ferrari use a live axle and leaf springs, but a system of trailing arms accurately locates the axle and consequently the leaf springs do not have to take the torque reaction. For the 2-litre Grand Prix cars a de Dion axle is employed with two radius rods (one above the other at each side). Swing axle layouts are at present used by a number of the smaller fast cars such as those based on Volkswagen components and on some of the 500 c.c. racing cars; for example, the Kieft, which uses rubber as the springing medium.

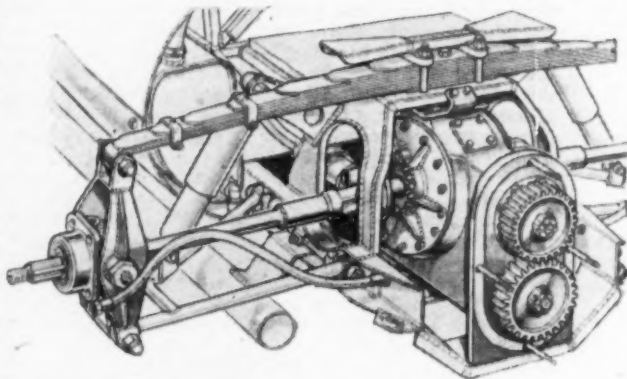
Yet another system is used on cars such as the Cooper-Bristol, which has leaf spring and wishbone independent



suspension at both front and rear. Here the roll axis will be parallel to the ground and quite low down. There is no steering effect imposed on the rear wheels, providing that the centre lines of the wishbone pivots on the rear suspension are horizontal; but the camber angle of the wheels will change under conditions of roll in much the same way as they do at the front of ordinary cars fitted with this type of suspension or one employing upper and lower wishbones. The suspension systems used by Lancia and also Lagonda are again different from those already described; but these were illustrated in the article, already referred to, published in the issue of May 1.

Yesterday and Today

Briefly to survey the various types of rear suspension used on fast cars: before the war the German Grand Prix racing teams changed from swing axles to the de Dion system, a layout which enables the unsprung weight to be reduced to a minimum but at the same time keeps the rear wheels coupled together by means of a beam. Keeping the rear wheels coupled together to avoid some of the steering difficulties that often exist when they are allowed to move independently is, generally speaking, the order of the day. If the minimum amount of unsprung weight is desired regardless of cost and complication it is usual to find the de Dion layout; if not, a live axle, with perhaps some rods or links to improve the geometry, still seems to hold its own.



Wishbones and a transverse leaf spring are used in conjunction with a swing axle layout on this rear suspension system, that of the Aston-Butterworth formula 2 racing car.



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(Subject to official confirmation)



AND SHELL FUEL

NEWS and VIEWS

Julia from Italy

RUMOUR in Milan, home of Alfa Romeo cars, is to the effect that a new model is planned, likely to bear the name Julia.

A.A. Record

DURING July, as many members joined the A.A. as in the first six years of its existence. An average of over 1,000 a day swelled the ranks by 31,790, so that at the end of the month the total membership was 1,327,438.

Running Costs

ACCORDING to the R.A.C. of South Africa it costs £5 a week to run a British car and £7 a week to run an American car, as a result of recent increases in taxes, petrol prices and insurance costs. The figures are worked out to include maintenance, depreciation, and so on, on an annual mileage of 10,000.

4 c.v. Renault Continues

AS might be expected, the French Renault company will be making no drastic changes to the 4 c.v. model which continues to enjoy an immense popularity. Minor modifications are expected in the mounting of the engine and to the cooling system. A radiator thermometer will be fitted and the radiator shutter will be operable by a facia control. Rubber has been introduced into the clutch assembly to reduce vibration, particularly on the overrun. Various minor body modifications improve the comfort and the spare wheel is to be in a vertical position instead of horizontal.

Economy Record

A MORRIS MINOR set up a new record in the "mileage marathon" held at Daytona Beach, Florida, U.S.A., recently with a consumption of 70.44 miles per U.S. gallon (84.6 miles per Imperial gallon). The competition was sponsored by the Atlantic Refining Co., and the winning driver was Mr. Robert B. Gegen, sales manager of Waco Motors, of Miami, Florida, a firm which deals exclusively in British cars.

Another Road Census

THROUGHOUT this week a traffic census is being carried out by the Ministry of Transport on trunk and class 1 roads. This is the second census since the war, aimed at estimating the growth and density of traffic. Counts have been taken (and will continue to be taken until 10 p.m. on Sunday) for 16 hours each day at 100 points widely distributed throughout England, Scotland and Wales. The Metropolitan division and the other nine divisions have ten points each. For the first time, motor cycles are being divided into classes—solo, sidecar, and motor-assisted pedal cycles. Drivers are not required to stop.

Since the last census, in 1950, the amount of traffic has been increasing steadily, and the number of licensed vehicles is now in the region of five million.

Engine and tool display in the interior of the Rootes mobile service school.

Exporting Service

NOW on a Continental tour is a mobile service school inaugurated by the Rootes Group. This is intended for the training of service personnel who, for one reason or another, are unable to attend the service school near Coventry (through which 1,500 students pass yearly) or to undergo training in the Rootes factories themselves. The staff consists of two instructors and a bilingual engineering lecturer.

The body housing the equipment is on a Commer Avenger chassis, and after a tour of Belgium now in progress it will continue through Germany, Switzerland, Holland and Portugal, returning to Britain after about six months.

Veritas Purchase

PURCHASE of the German Veritas company by B.M.W. has now been confirmed. The Veritas company was founded by, amongst others, a former designer from B.M.W., Herr Ernst Loof, who has now returned to B.M.W.

Midland Exhibition

ARRANGEMENTS have been made for the drawings and examples of handicraft which obtained awards in the annual competition organized by the Institute of British Carriage and Automobile Manufacturers to be exhibited in the College of Technology, Suffolk Street, Birmingham, 1, on Friday, Saturday and Monday, August 28, 29 and 31, and in Coventry at the Technical College, The Butts, on Monday to Thursday inclusive, September 7 to 10. Both exhibitions will be open from 10 a.m. to 7 p.m. each day.

Removing Door Locks

OWNERS who like to do as much of their own maintenance work as possible sometimes find that it is desirable to remove the door trim. On the first occasion on which they undertake this they probably find some difficulty in discovering the correct sequence of operations. Four useful booklets on the removal and

replacement of the door locks of cars currently in production are now published by Wilmot Breeden, Ltd., at 2s 6d each post free, and are obtainable from the spares department at Goodman Street, Birmingham, 1.

These booklets deal with the 1952 Standard Vanguard, the 1952 Triumph Renown, the Triumph Mayflower fitted with press button handles, and with the Austin A.40 Somerset and A.70 Hereford saloon. All the operations of stripping the door fittings and trim, and the adjustment of the lock components, are explained in the text and clearly illustrated.

Compulsory Signals

DIRECTION indicators on newly built cars are now compulsory in six States of the U.S.A., and seven more will follow suit with legislation taking effect at the end of the year. The reason is mainly the discrepancies between the hand signalling rules of various States, each State having its own "Highway Code."

In most States the left hand held straight out means that the driver is turning left, but in one State, for example, it can mean that he is turning right or left.

Vouchers Abroad

MORE than 800 books of vouchers were taken out by owners of Nuffield cars during the first six weeks of the Nuffield service in Europe scheme, which is intended to cover emergency car service on the Continent by vouchers paid for in this country. Unused vouchers can be returned after the Continental journey, whereupon full refund is made.

The total value of vouchers taken out was more than £20,000, but all of it was returned except for a modest £39.



NEWS and VIEWS continued

Australian Trial Plans

PREPARATIONS for the ambitious 6,500-mile round-Australia Redex reliability trial, to be held early next month, are reaching completion. A car, provided by the Ford Motor Company for survey and other official purposes, has been examining the route, and the photograph on this page gives a good idea of the conditions with which competitors will be faced. Entrants now include two newspapers, the Australian Army and the Australian Broadcasting Commission.

Prizes are increasing in value and number. Apart from £1,000 for the winner, and class and team prizes, K.L.G. have stepped in with sets of sparking plugs and £400, each competitor will get a free battery from a battery manufacturer, and so on.

Although—or perhaps because—the event will be the first of its kind in Australia on such a scale, it is certainly capturing the imagination of the public and should be a really tough, exciting trial.

French Strike

AS *The Autocar* went to press it was understood that the strikes in France were not affecting motorists sufficiently for intending holiday-makers to change their plans. All the usual car ferry services were running normally, except for the Newhaven-Dieppe route, the crane men at Dieppe having joined the strike. On the Calais to Dover or Folkestone passenger services, on which a few cars are normally carried, car bookings have been switched to other services, but the number of people affected is very small.

The Automobile Association last week despatched over 2,500 cars by sea and 603 by air. Their foreign port representatives questioned all returning motorists, and reported that apart from one or two very local shortages of petrol or food, no one had been affected by the strike. However, it was suggested that motorists should avoid the most dense industrial areas of France.

British Railways and the R.A.C. confirmed this situation, and the French Tourist Office in London said that as nearly all petrol is delivered by road in France it has been a case simply of increasing deliveries to meet the extra demand resulting from the lack of rail transport.



An example of the extremely rough going with which competitors will be faced during the 6,500-mile round-Australia Redex reliability trial.

B.M.C. Bid

A BID has been made by the British Motor Corporation (which includes the Austin company and Nuffield Organization) to acquire the Fisher and Ludlow company, the big manufacturers of car bodies and components. No further action can be taken until B.M.C. shareholders meet on August 26.

Frank G. Woollard

MR. FRANK G. WOOLLARD has resigned from the boards of the Birmingham Aluminium Casting (1903) Co., Ltd. and the Midland Motor Cylinder Co., Ltd. He has been associated as a director with the Birmid group, of which these companies are members, for 17 years. Mr. Woollard will continue with his consulting and educational activities.

More Fines Paid

DURING 1952 motorists paid £687,514 in fines; an increase of 11 per cent over the previous year. The number of convictions and alleged offences rose by nearly ten per cent. Offences dealt with by prosecution rose in number to 394,392. These figures are contained in the *Return of Offences Relating to Motor Vehicles*.

It is difficult, of course, to judge how

these offences affected road safety, and easy to jump to the conclusion that drivers of all types of vehicles were less regardful of the safety factor. Nowadays the complexity of legislation and wealth of local traffic regulations lead almost inevitably to the issue of summonses in large numbers, and it is easy to forget, also, that the number of vehicles on the road is steadily rising.

Ministerial Message

A MESSAGE from the Minister of Transport will be enclosed with every driving licence issued until the end of the year. In this way the Minister hopes that he will assist in the reduction of road casualties; comment on this aspect of the message will be found on page 225.

The Minister reminds drivers not to drive unless they are quite sure they feel fit, to see that the vehicle is in tip-top condition, and that the head lights are properly aimed. He also reminds motorists of their rear lights, the blind area at the back of the car, and the importance of pride in driving.

Price of Procrastination

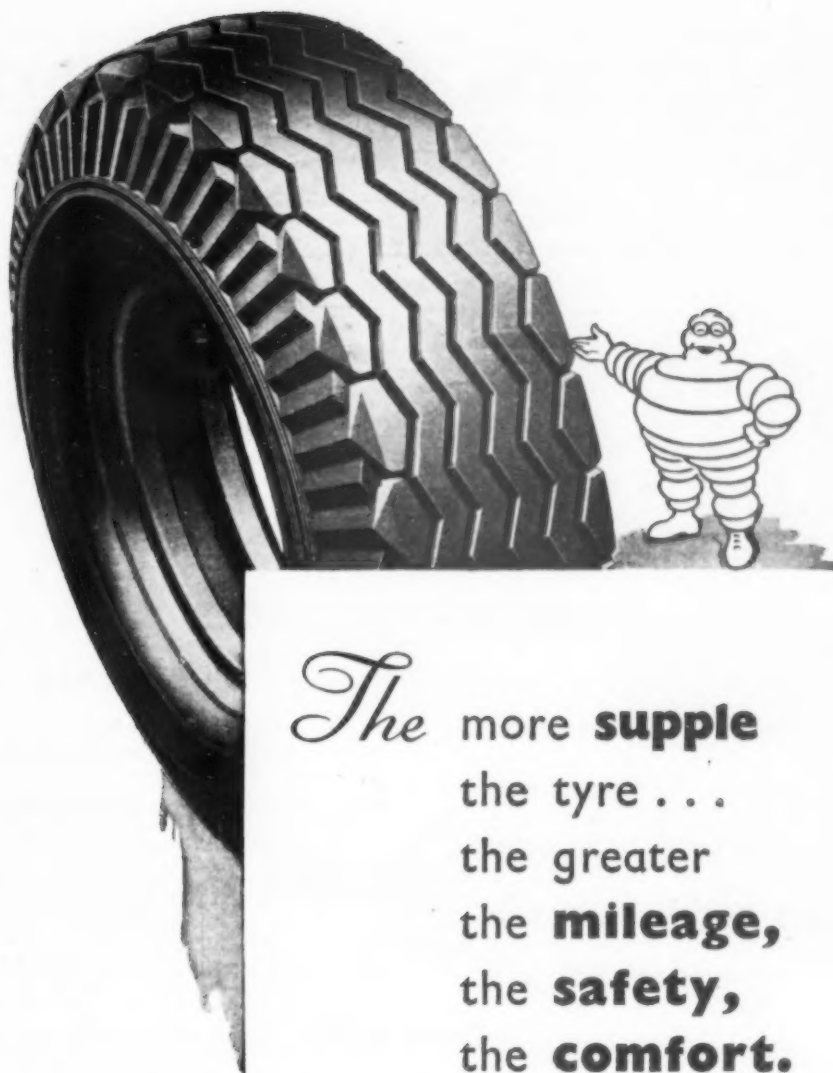
IN 1930 a scheme was put forward for the construction of a by-pass road for Penrith, Cumberland, where the A6 road to Scotland is joined by A66 from Scotch Corner. It was estimated that the cost would be about £140,000. The scheme was shelved in the financial crisis of the following year.

Traffic problems in Penrith are acute, however, and a scheme has once more been put forward. Now it will cost in the region of a million pounds.

Rear Light Laws

THE Road Transport Lighting Act has now become law, and after October 1, 1954, vehicles (with certain unimportant exceptions) must carry two red reflectors, which may be combined with tail lamps. The requirement that every vehicle shall carry twin rear lamps is left to come into operation on such a day as the Minister shall prescribe. No date has yet been quoted.

Ministry of Transport census points were established recently on main roads leading into Cheltenham at which motorists were asked where they were going and where they had come from. The information obtained will enable the authorities to determine how much traffic could be diverted from the town.



The more **supple**
the tyre . . .
the greater
the **mileage,**
the **safety,**
the **comfort.**

No other tyre is as supple as

MICHELIN

1. 2. 3. on K.L.G.

CHARTERHALL RACES

FORMULA II

- 1st** Ken Wharton **COOPER-BRISTOL**
2nd Roy Salvadori **CONNAUGHT**
3rd Ron Flockhart **CONNAUGHT**

SPORTS CARS UNLIMITED

- 1st** Reg Parnell **ASTON MARTIN**

SPORTS CARS

Up to 1,500 c.c. supercharged
and 2,500 c.c. unsupercharged

- 1st** J. H. Walton **COOPER-BRISTOL**
2nd F. C. Davies **TOJEIRO**
3rd J. D. Melvin **FRAZER-NASH**

SPORTS CARS

Up to 1,200 c.c. supercharged and 1,500 unsupercharged

- 1st** F. C. Davies **COOPER-M.G.**
2nd D. Beaman **RILEY**

(Subject to official confirmation)

All used **K.L.G.**
The fastest plug on earth



NEW CARS DESCRIBED

Borgward Hansa 1800 Diesel



ONE of the most interesting German cars now on the market in Great Britain is the Borgward Hansa 1800 Diesel, it having been put into production with a compression ignition engine. With such an engine the immediate question to be settled is the degree of inconvenience or discomfort caused by "diesel knock" at engine idling speed. It may be said of this model that it is remarkably successful in this respect. When the engine is cold there is a fair amount of roughness at idling speed, but idling becomes more smooth as normal working temperatures are reached, and although roughness is still discernible it is not bad enough seriously to trouble the occupants. As the throttle pedal is depressed the engine becomes progressively smoother.

The British distributors are Metcalfe and Mundy, Ltd., 280, Old Brompton Road, London, S.W.5.

The 1,758 c.c. engine has a compression ratio of 19.8 to 1, and its manufacturers claim a top speed of over 80 m.p.h. The fuel consumption is said to be 43.6 m.p.g., compared with 30 for the petrol engine which is offered as an alternative. The diesel is a neat power unit, with the Bosch fuel injection equipment mounted on the right-hand side. The drive is taken through a four-speed gear box and 4.28 to 1 reduction final drive. Transverse springs are used for the independent suspension at front and rear, the front with wishbones and the rear with swing axles. Hydraulic telescopic spring dampers are used all round. Single-shot chassis lubrication is fitted, and the

12-volt electrical system has a battery of unusually generous capacity.

The attention to detail paid by the manufacturers is immediately evident, from the finish of the engine to the neat way in which the keys and handbook are provided in zip-fastening leather wallets.

Refinements on the Borgward include the provision of a radiator blind as standard equipment, a built-in heater, anti-drumming lining of the engine compartment and body, and a ducted radiator—and a tin of touching-up cellulose is provided with each car.

The price, with duty and purchase tax, is high. Including a heater and leather-cloth upholstery instead of cloth, the total is £1,481 7s 5d. Bosch radio is available as an extra.

SPECIFICATION

Engine.—4 cyl, 78 x 92 mm (1,758 c.c.). Compression ratio 19.8 to 1. 42 b.h.p. at 3,400 r.p.m. Bosch fuel injection. Three-point suspension in rubber. Four-stroke, turbulence chamber.

Clutch.—Dry, single plate.

Gear Box.—Overall ratios, top 4.28, third 6.46, second 9.84, first 15.66 to 1; reverse 18.49 to 1. Steering column lever.

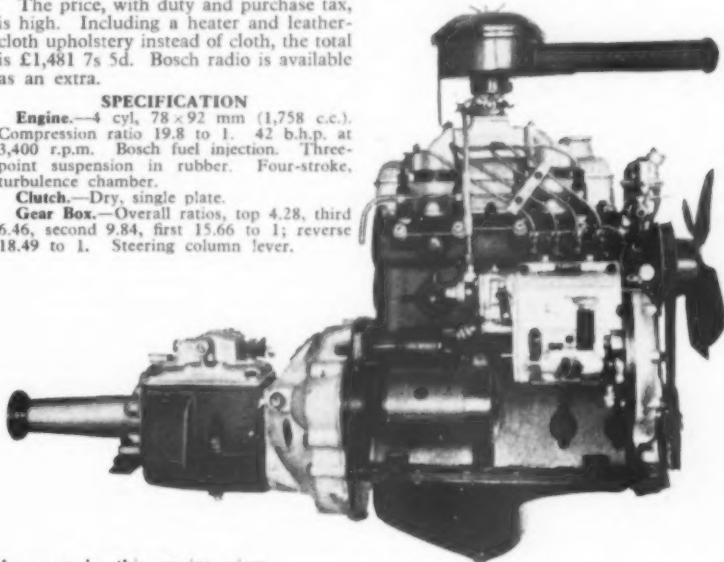
Suspension.—Front, independent by transverse spring and wishbones. Rear, independent, swing axles. Hydraulic telescopic spring dampers front and rear.

Brakes.—Hydraulic, with mechanical hand brake linkage to rear wheels.

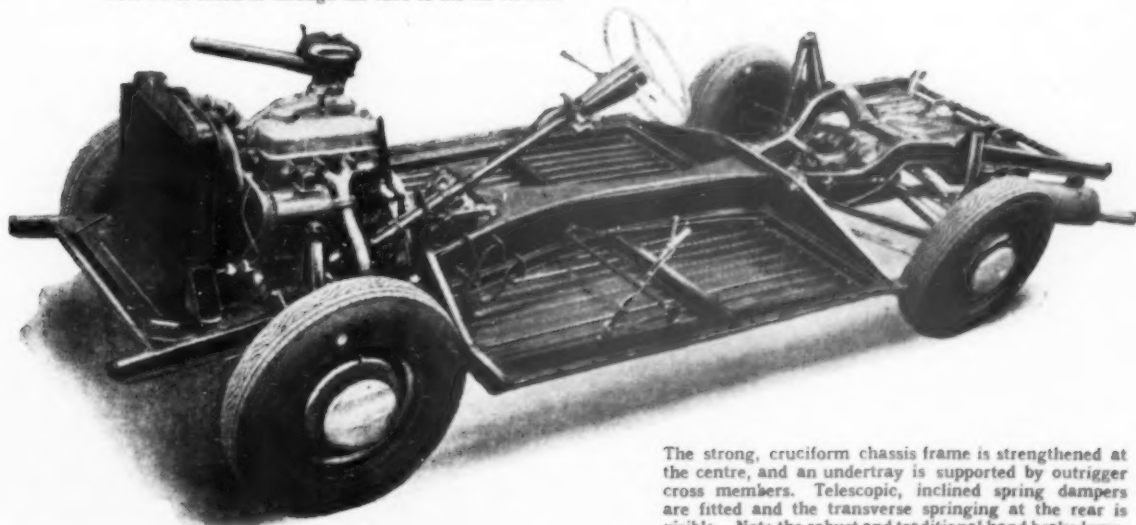
Fuel System.—8½-gallon tank at rear. Claimed fuel consumption, 43.6 m.p.g.

Electrical Equipment.—12-volt; 84 ampere-hour battery.

Main Dimensions.—Wheelbase 8ft 6½in. Track, front 4ft 1½in, rear 4ft 3½in. Length 14ft 7½in. Width 5ft 3½in. Height 5ft 1½in. Ground clearance 6½in. Turning circle 36ft. Weight (unladen) 2,745 lb.



The Bosch fuel injection mechanism can be seen in this engine view. Cool air is taken in through the tube to the air cleaner.



The strong, cruciform chassis frame is strengthened at the centre, and an undertray is supported by outrigger cross members. Telescopic, inclined spring dampers are fitted and the transverse springing at the rear is visible. Note the robust and traditional hand brake lever.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Blind Eye

ON his journey home recently, a colleague was driving at 20 m.p.h. along a London street. As he approached a zebra crossing a flock of pedestrians embarked from the left-hand pavement. Steeped in the naval station-keeping maxim to "remember the next astern," he glanced in the mirror and, seeing no "next astern," he stopped and politely indicated to the pedestrians that they were safe to continue. It is, perhaps, only fair to say that this gentility was owed, in part, to the presence of a figure in blue at the side of the road.



Embarked.

As he was preparing, smugly, to move off, the figure in blue leaned into the car and pleasantly said, "Need not have bothered there, should have carried on." The reason for this was, of course, the risk to following traffic; but, in this case, there was none. The peculiar position arises, therefore, when the police, not trusting the driver's ability to take in the entire situation, are prepared to turn a blind eye to the demands of the law.

Aromatic Constituents

WHEN I remember all the rude things I have said about the oil companies, their willingness to impart information serves to increase my respect for them (which persists, however much we quarrel). A recent note on petrol smell resulted in a long and most interesting talk on the subject.

Very little is known about the mechanism of smells, and their pleasantness and unpleasantness are a matter of opinion. Take phlox, for instance, the smell of which I like very much: there are many who find its scent objectionable. So, also, with petrol, and the reader who found a certain brand "smelly" may have been alone in his opinion of the particular aroma.

The smells of crude oils vary, and if it is very objectionable the crude in question earns the adjective "sour" in oil parlance. Middle East crudes tend to offend, and one of the chief sources of the odour is hydrogen sulphide. But

whether the stock is sour or sweet, the refined product passes through a sweetening plant at the refinery to make it fit for marketing. And here is the interesting point. There being no means of measuring the offensiveness or otherwise of smell, it can be fit for marketing only as a matter of opinion, and one conjures up a lovely picture of "oil barons" sitting in a closed circle behind locked doors and passing a glass from hand to hand. "Yes, that's a beauty. What do you think, Joe?" "Hm-m; we'll call it *Nuit de Coryton*."

First Whiff

NOW why did the subject of smell crop up on the reintroduction of branded spirits? For one reason because the smell was a new one after that of Pool spirit, and motorists tended to notice the change. Another reason is more interesting: the new fuels are much more volatile, and as a result they have a lot more molecules dancing about around them—the process of evaporation—than Pool ever had, and thus reach more noses. I am told that there is a seasonal change in volatility, the oil companies increasing it in the winter, when it is additionally desirable, but in any case it is bound to be more present with a high-octane fuel than a low-octane one, because the anti-knock constituents of a fuel are very volatile, and it is the anti-knock quality of a fuel that goes a long way towards making it either a "good" or "bad" one.

Which brings me to leaded fuels, about which much apprehension exists needlessly. Both Pool and the branded spirits was and are leaded, and it is true that the presence of tetra-ethyl-lead in a fuel increases the tendency to valve burning. But modern engines are designed to digest these leaded fuels, the advantages of which far outweigh the disadvantages. Tetra-ethyl-lead is a cheap way of increasing octane rating, which is why it is used, and its presence is indicated by colorant. Any fuel that is not free of colour contains lead, the addition of a colorant being traditional amongst oil companies to indicate its presence.

Duplicate

LAST May *The Autocar* received a letter from a South American reader requesting that English readers should communicate with him and enclosing a photograph of his Mark VII Jaguar winning a production car race at Piriápolis. The letter, signed Juan Angel Pera, was, quite understandably, in somewhat broken English. It was subsequently sub-edited and published in the issue of May 8, 1953, together

with the photograph of the Jaguar.

Now the arm of coincidence may be long, but it would need to be mighty long to account for a further letter received recently from South America. This second letter, with the exception of the last paragraph, was word by word identical with the first; not in its published form, however, but in the original unsubedited, broken English of its writer. The last paragraph referred to the writer's Chevrolet, instead of the Mark VII Jaguar of the first letter. This time the broken English was not so understandable, the signature being, quite simply, Walter Wright.

The second letter was published in the Correspondence pages on August 7; a reference to letter [64869] in the issue of May 8 will prove the point. A possible explanation is that Juan Angel Pera employed an interpretation bureau to translate his letter into reasonable English and that his request for letters from English readers met with unbounded success. From an entirely different place, Walter Wright may, three months later, have used the same bureau, which supplied him with a duplicate of the successful copy.



Gallantry.

Law to the Rescue

THIS one is true: A girl went shopping, leaving her small black popular saloon outside the County Court. When she returned her key jammed in the lock. The County Court judge (now a High Court judge) saw her, sized up the situation, and with the utmost gallantry produced his car's tool roll, removed the door handle and bowed her into the driving seat.

However, she then found the same difficulty with the ignition lock, and in looking round helplessly saw in the mirror, parked immediately behind, an identical saloon with some unmistakable contents on the back seat. I regret to say that she lost her nerve, hurriedly decamped and drove off, leaving an unsolved breaking-in case behind her, and there is thus one High Court judge today who has compounded a felony, though he must be in ignorance of the fact.

No. 1505: HILLMAN MINX CALIFORNIAN COUPÉ



The body styling of the Californian Hard Top coupé is well suited to two-tone treatment. A bright strip running below the name motif gives an added impression of length to the front wing and a bright protective plate is fitted to the front of the rear wing.

The Autocar ROAD TESTS

THE general styling of the products of the Rootes Group has shown that it is possible to retain a family likeness with a range of models of widely differing sizes, while providing each size of car with an air of individuality. The smallest of them, the Hillman Minx, demonstrates also that it is possible to obtain a nicely balanced body style for a car that is of relatively small overall dimensions, yet quite large enough to meet all the requirements of the average family man.

As an addition to the Minx four-door saloon, the drop-head coupé and the station wagon, a fourth model, known as the Californian Hard Top coupé, was introduced in the spring, when the Hillman Minx celebrated its coming of age as a model. Designed to suit the requirements of the American market, as its name suggests, this car combines some of the features of both the saloon and the drop-head coupé, in that it has a fixed roof and two-door body, yet the all-round visibility, contributed to markedly by the very large glass area in the rear of the car, gives it a distinctive appearance as well as increasing the practical utility.

Mechanically, the chassis and engine are similar to those of previous models that have been tested by this journal, although some minor modifications have been made; for example, a thermostatically controlled hot-spot is now used to ensure rapid warming up of the engine from cold. The 1½-litre side-valve engine in its latest form is particularly smooth, yet it develops sufficient power to provide a mean maximum speed of a little under 70 m.p.h., with a recorded best speed in one direction of 70.5 m.p.h. The performance is lively, although, as one would expect with an engine of this cap-

acity, and a fairly large body, it is necessary to use the gears quite freely if the ultimate performance is desired. Nevertheless, the engine will pull away in top gear from 10 m.p.h. without snatch or jarr; the car can also be cruised at around 50 to 60 on the quite accurate speedometer without any sign of distress, or overworking the engine. Although it is very smooth, some engine noise is noticed. The clutch is very smooth and progressive in take-up; the pedal pressure required to disengage it is also pleasantly light.

The steering column gear lever is well positioned on the left side, it is light and positive, and has about the right amount of movement from gear to gear. Third and top positions are close to the steering wheel, and it is possible to change between these two gears without removing the left hand from the wheel. The mechanism itself is sufficiently robust to enable fast, accurate gear changes to be made without producing the feeling that the links and levers are tying themselves up in knots. The synchromesh is also effective and was not beaten even when fast changes were made.

The suspension, independent at the front and half-elliptic at the rear, produces a smooth, level ride over all normal types of road surface. It can also cope with particularly rough "colonial" sections without the springs bottoming. The road holding generally is very good, although the car is very sensitive to tyre pressures; with two up during the test it was found that the handling qualities improved with the rear tyre pressures set at 28lb per sq in (the figure recommended in the instruction book for use when fully laden). With the tyres at 25lb per sq in both front and rear,



The car tested was fitted with radio and a heater unit. These are grouped below the central fascia panel with the radio loudspeaker at the right-hand side of the parcel tray in front of the driver. Large rubber treads are attached to the front carpet. The left rear quarter light is shown in the fully open position in this view; it winds down into the side of the body. Armrests are fitted at both sides of the rear seat.





The latest style of Hillman radiator grille has a decided Italian influence but blends well with the remainder of the car. Separate side lights are mounted below the double-dip head lamps and there are over-riders for both front and rear bumpers. The very large glass area can be judged in these views. It matches well with the general lines of the car and provides a light interior. The large luggage locker lid is attached by external plated hinges. No lock is provided for the fuel filler cap, which projects through the left rear wing.

ROAD TEST . . . continued

there was a slight tendency to over-steer. This was completely eliminated by the slight increase in tyre pressures, and under these conditions it handled very well and felt particularly safe even when it was cornered very quickly; there was noticeably little roll on corners. The steering, with two-and-a-half turns from lock to lock, also feels just about right; it is quick and accurate, and sufficiently light, while very little road shock is transmitted back to the steering wheel. The steering layout gives the driver a very good impression of what is happening between the road and the front wheels. It also has good self-centering action.

Under test conditions the brakes recorded a high efficiency expressed in terms of percentage of "g," and on the road they also performed satisfactorily. Under the severe conditions of performance testing, which require brake applications at much more frequent intervals than in normal driving, a noticeable amount of brake fade was experienced, though the brakes regained their normal efficiency quite quickly. After several hundred miles of fast driving there was some increase in the free pedal movement, but this was not excessive.

Apart from some gear noise noticeable in the indirect ratios, together with a noticeable but not unpleasant or excessive amount of noise from the engine when it is revving fast, the Hard Top coupé is very quiet. Very little noise is transmitted back to the body via the suspension system; it is also quiet as regards wind noise even with the quarter lights or side windows slightly open.

In a small car of what was called the 10 h.p. type before the war it is often difficult to provide a reasonable amount of space in the rear seats without unduly cramping the front

seats, with a detrimental effect on the driving position. This important point has been carefully watched in this coupé and the bench-type front seat provides a good measure of what is popularly called "big car comfort." The back rest is well upholstered and high enough to give plenty of support; the seat cushion, too, is well arranged—it would suit some tastes even better if the front to back dimension of the cushion were increased slightly. The problem of providing adequate foot room in the driving compartment has also received attention, and this new Minx coupé is certainly more comfortable for a tall man to drive than previous models that have been tested. An increase in space for the driver's left foot when it is not operating the clutch pedal has been obtained by using a slightly offset clutch pedal pad. This, like the brake pedal, is of serrated metal and not rubber covered. The pedals themselves are well arranged and comfortable to operate. The dip switch, to the left of the clutch pedal, provides a footrest for the driver. The steering wheel is well placed relative to the pedals and the seat, although it might be even better if it were a little higher or had slightly less rake.

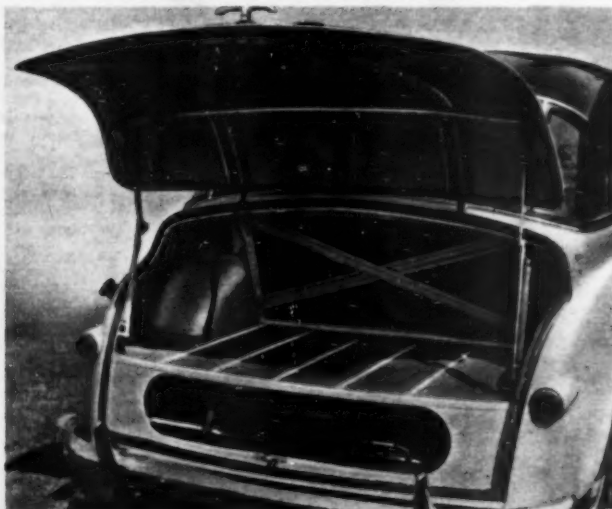
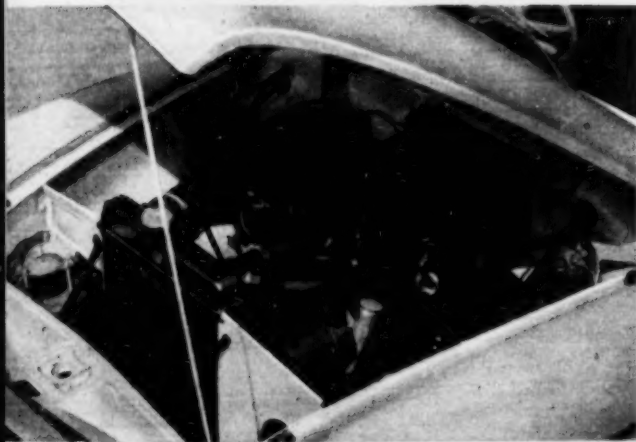
Exceptional Visibility

Certainly the outstanding feature of the Californian coupé is the extremely good all-round visibility. No matter in what direction the driver looks he can see out of the car—a very valuable feature, particularly when manoeuvring in a confined space. It is also possible to see both front wings from the driving seat and the windscreen pillars do not form a noticeable blind spot. Rearward vision by means of the mirror is also very good, covering a useful range of road.

The instruments included a clock as well as a fuel gauge and a thermometer; the speedometer is on the right

The water and oil filler caps, together with the ignition distributor and coil, are all placed high up and are accessible. The windscreen wiper motor can be seen on the right-hand side of the car, behind the cylindrical air cleaner, and the battery is placed centrally on the bulkhead behind the engine. The blower fan for the heater is in front of the radiator on the right-hand side wing valance.

The large luggage locker has a flat floor. There is a separate lower compartment which houses the spare wheel and tools. Two struts support the lid in the open position.



of the central grouping. A warning light is used to indicate low oil pressure, but a gauge can be provided; of three optional instruments, any two among clock, oil pressure gauge and ammeter can be fitted to the Californian. Although not directly in front of the driver's line of vision, all the instruments are quite legible, and they do not cause annoying reflections in the screen when illuminated at night. The windscreen wipers are powerful and cover a wide area of the screen.

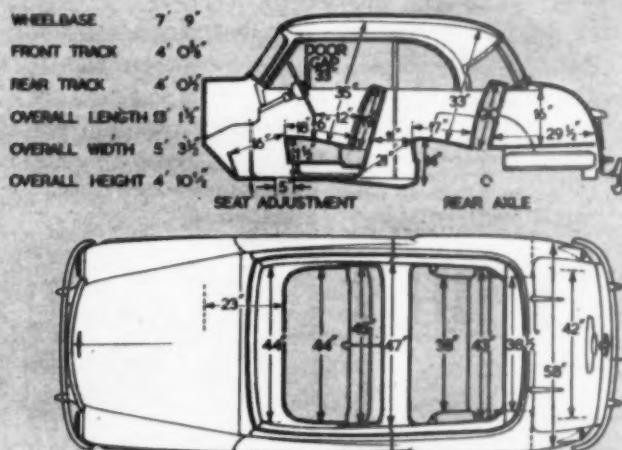
The large doors give easy entry into both front and rear compartments and both halves of the front squab are arranged to hinge forward. Although the doors are wide they are quite thin and consequently it is possible to get in and out when the car is parked close to a wall or in a garage of modest dimensions. There is ample leg room for the front passenger and satisfactory space for two people on the rear seat. Visibility from the rear compartment is also

very good and a very pleasing impression of open-air motoring can be obtained by lowering the front side windows and winding down the rear quarter lights, which pivot about the lower front corner and fold flat down into the body. There is an open parcel shelf in the front compartment as well as a useful tray behind the rear seat. An interior light with built-in switch is placed in the centre of the roof.

The luggage locker is of generous proportions, particularly for a car of this size; it has a flat floor and the interior surface generally is free from projections which might damage luggage. The double-dip head lamps have a very good range in the full ahead position and give a useful spread of light when dipped.

Briefly, as well as being a good-looker in modern style, the Minx Californian coupé is a very useful and practical small car. It has a lively performance, handles very well, has a modest thirst for fuel, and is comfortable to drive.

HILLMAN MINX CALIFORNIAN COUPE



Measurements in these 1/2 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds.

Spec. Gear Ratio and time in sec.				
M.P.H.	5.22	7.78	12.99	16.64
10-30	to 1	to 1	to 1	to 1
20-40	13.7	9.1	6.8	—
30-50	13.9	9.9	—	—
40-60	15.4	—	—	—
	21.9	—	—	—

From rest through gears to:

M.P.H.	sec
30	7.8
50	21.0
60	34.7

Standing quarter mile, 24.8 sec.

SPEED ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean) 69 (best) 70.5	111.04 113.46
3rd	40-45	64-72
2nd	26-30	42-48
1st	16-21	26-34

TRACTION RESISTANCE: 26 lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	73
True speed	9	19	29	38	47.5	57.5	67	70.5

TRACTION EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	170	1 in 13.1
Third	253	1 in 8.9
Second	363	1 in 6.1

BRAKES

Efficiency	Pedal Pressure (lb)
82 per cent	125
70 per cent	100
36 per cent	60

FUEL CONSUMPTION:

29 m.p.g. overall for 116 miles. (9.7 litres per 100 km).
Approximate normal range 27-33, m.p.g. (10.5-8.6 litres per 100 km).
Fuel, First grade.

WEATHER: Fine, dry surface; slight wind.
Air temperature 72 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Traction effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of February 20, 1953.

DATA

PRICE (basic), with Californian Hard Top Coupé body, £510.

British purchase tax, £213 12s 6d.

Total (in Great Britain), £723 12s 6d.

Extras: Radio, £36 0s 1d. Heater, £15.

ENGINE: Capacity: 1,265 c.c. (77.15 cu in).

Number of cylinders: 4.

Bore and stroke: 65 x 95 mm (2.56 x 3.74 in).

Valve gear: side.

Compression ratio: 6.63 to 1.

B.H.P.: 37.5 at 4,200 r.p.m. (B.H.P. per ton laden, 32.3).

Torque: 58.3 lb ft at 2,200 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 14.2.

WEIGHT: (with 5 gals fuel), 19½ cwt (2,219 lb).

Weight distribution (per cent) 51.3 F; 48.7 R.

Laden as tested: 23½ cwt (2,600 lb).

Lb per c.c. (laden): 2.06.

BRAKES: Type: F, Two-leading shoe.

R, Leading and trailing shoe.

Method of operation: F, Hydraulic. R, Hydraulic.

Drum dimensions: F, 8 in diameter, 1½ in wide.

R, 8 in diameter, 1½ in wide.

Lining area: F, 46 sq in. R, 46 sq in. (79.3 sq in per ton laden).

TYRES: 5.00-16 in.

Pressures (lb per sq in): 25 F; 25 R. (Normal).

TANK CAPACITY: 7½ Imperial gallons.

Oil sump, 7 pints.

Cooling system, 11 pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 33½ 0 in (L and R).

Steering wheel turns (lock to lock): 2½.

DIMENSIONS: Wheelbase, 7ft 9½ in.

Track: (F) 4ft 0½ in; (R) 4ft 0½ in.

Length (overall): 13ft 1½ in.

Height: 4ft 10½ in.

Width: 5ft 3½ in.

Ground clearance: 7 in.

Frontal area: 20.45 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 38

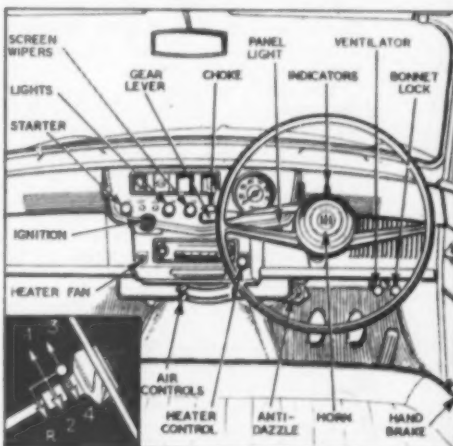
ampère-hour battery.

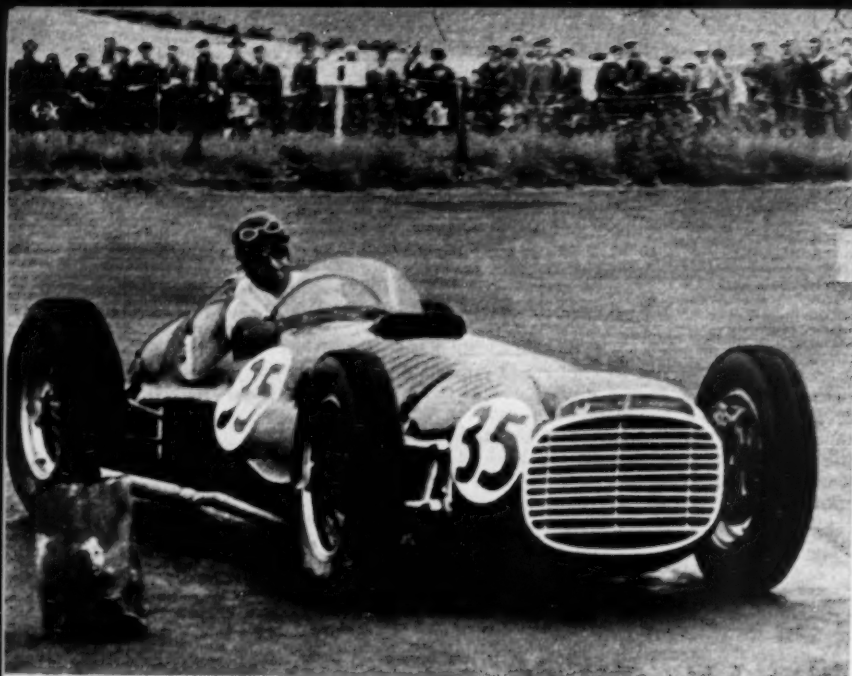
Head lights: Double dip, 42-36 watt.

SUSPENSION: Front, Independent; coil

springs and wishbones.

Rear, Half-elliptic springs; anti-roll bar.





Ken Wharton, hero of the day, rounds Tofts Turn in the B.R.M. in which he won the *formule libre* race; on the right he is seen in his victorious formula 2 Cooper-Bristol at Paddock Bend.

WHARTON'S DAY OUT

ALTHOUGH the weather was not very kind to the Scots at their principal race meeting of the year last Saturday—the Winfield Joint Committee's International Charterhall meeting, sponsored by the *Daily Record* and the *Newcastle Journal*—a large crowd, estimated at anything between 30,000 and 50,000, attended and saw some very fine racing. Unquestionably it was Ken Wharton's day on form, for he won both the formula 2 race at the wheel of his Cooper-Bristol and the *formule libre* event with the B.R.M. Reg Parnell, after a narrow escape when he crashed in practice on the previous day in the second B.R.M., had the consolation of winning the unlimited sports car race; although Stirling Moss' Cooper-Alta refused to behave itself for long, his Cooper-Norton scored in the formula 3 race; and Cliff Davis and Jack Walton were the other deserving winners of the day, in the smaller sports car events.

The day's programme was a long one, starting at 11 a.m. and finishing at 6.15 p.m.; lowering clouds soon turned to rain in the morning, but towards the end of the day the sun broke through for brief periods. Had the weather been kinder, the crowd would have been larger; but, even so, it was a credit to the enthusiasm for the sport in the northern sector of Britain.

FROM early in the morning the traffic streams were converging on Charterhall; from Edinburgh, Glasgow and Berwick, through Kelso, Duns and Cold-

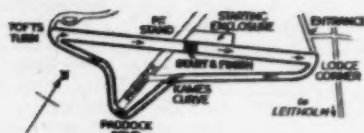
stream, in coaches and cars, on motor cycles and even pushbikes, the English and the Scots flocked together to the meeting. By 11 o'clock, the starting time, the enclosures and stands were already on the way to being well filled. The circuit at Charterhall, although not very long (two miles to the lap), is as interesting as airfield courses can be, with two acute right-hand corners, a third slightly less acute, and a fast left-handed sweep which gives ample opportunity for driving virtuosity to show itself.

Good Start

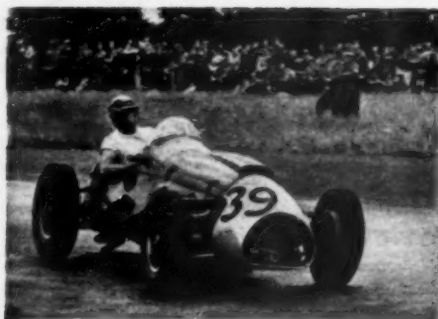
The first three events were for sports cars, and the Le Mans start was employed, the positions being drawn by ballot. In the first (up to 1,500 c.c. or 1,200 s) F. C. Davis was well down the line in his Cooper-M.G., but so quick off the mark was he that he was third car away and led the field into the first corner. H. H. Gould's Cooper-M.G. gave chase, and even led momentarily when Davis spun at Tofts Turn on the second lap; the track was certainly slippery, with the light drizzle on top of the oil and rubber spread during practice. Davis, however, was soon ahead again, never to be seriously challenged; Beauman's Riley, after a bad start, vanquished Tyrer's Supermotor, and Shattock's R.G.S.-Atalanta did likewise to Blakely in the Leonard-M.G.

Davis again started well in the next race (2,500 c.c. or 1,500 s), this time in his Bristol-powered Tojeiro, but could not long stave off the challenge of J. H. Walton's Cooper-Bristol, virtually the formula 2 version with a widened body, wings, lamps, dynamo and starter. J. D. L. Melvin won a three-cornered Frazer-Nash battle with Kenneth and Currie to finish

THE AUTOCAR.



SMETHWICK DRIVER SCORES IN BOTH PRINCIPAL CHARTERHALL RACES



third. And then came the luncheon interval—and even heavier rain.

Nothing daunted, the crowd sat tight and waited, commenting in typically pawky Scots terms on the British climate. Sure enough, the downpour lessened, and almost stopped during the unlimited sports car race. Ian and Jimmy Stewart led from the start in two of the three *Ecurie Ecosse* XK120C Jaguars, but gradually Reg Parnell worked his way through the field to win comfortably in the DB35 (the revised-bodied Le Mans version) Aston Martin—a convincing demonstration. While the rain lasted, Davis' Tojeiro held off Walton's Cooper-Bristol, and they both passed Ninian Sanderson's XK120C—but eventually Walton got past to finish fourth.

The formula 2 race, 100 miles in length, for the *Newcastle Journal* Trophy, promised well from the start. Although Ken Wharton's yellow-nosed Cooper-Bristol streaked into Lodge Corner first, Moss overtook him before Paddock Bend was reached in the Cooper-Alta, now with S.U. fuel-injection equipment, and led past the start; the Connaughts of Rolt and Ian Stewart were next along. But after two laps smoke poured from Moss' car, and he drove straight into the paddock and retired. This left Wharton out in front, driving impeccably and very fast; Bob Gerard had now come up to displace Stewart and take third place with his Cooper-Bristol, and this order held for some time. Gradually, however, Tony Rolt fell back, passed first by Gerard, then by Salvadori's Connaught, and finally by Ron Flockhart, in his first race as a member of the Connaught works team and

gradually coming up well. Before the finish, in fact, he had finally overcome Gerard after a long duel, and was not far behind Salvadori—who, incidentally, drove throughout in his mackintosh (with trailing belt) having been taken by surprise by the imminence of the start! Gould's Cooper-Bristol dropped out just as it seemed that he might do something, and Fairman had a big-end go in the Turner after a good run; but Eric Brandon went extremely well to finish with a 1,100 c.c. J.A.P.-engined Cooper.

Then—after a demonstration match race between a 350 c.c. A.J.S. 7R motor cycle and Jock McBain's Cooper-Norton, won by the latter after much neck-and-neck work—came the "five-hundreds." Eric Brandon's Cooper-Norton led for the first laps, only to go out opposite the main stand with an audible mechanical ping; then Moss' similar car led from Gerard in a third of the breed. But Leston's Special was not far behind, and Don Parker, star of so many formula 3 battles, was coming up with his maroon Kieft. Now

it was Gerard leading from Moss and Parker—then Parker leading with Moss third! But Stirling worth will tell, and it was left to Moss to score a comfortable win from Parker, with Gerard going out with engine trouble and Leston and Headland (Martin-Headland) finishing third and fourth.

Finally came the big event—the *formule libre* race for the Daily Record Trophy. Moss' mechanics had been working furiously to replace the fuel-injection equipment on the Cooper-Alfa with carburetors (the oil-pressure control of the former was playing tricks); the Connaughts were in again, but it was the B.R.M. with Wharton and the Thinwall Ferrari with Farina which the crowds were avidly awaiting. Then came that fantastic sixteen-cylinder howl, accompanied by the lesser exhaust notes of all the other cars—and the race was on!

Moss beat the lot to Lodge Corner, but it was Farina who drew out ahead, and for many laps it was all Thinwall, with the good doctor working away with arms outstretched as the car thundered round. The B.R.M., slow off the mark as always, took second place by the second lap; behind them came Moss and Rolt (Connaught), Flockhart's gallant old ex-Mays Zoller-blown E.R.A. and then a mass of fighting cars. The ex-Whitney Straight Maserati, Cliff Davis up, lasted only one lap; Flockhart, alas, not many more—and then the Ferrari began to sound stuffy and misfire, while Wharton brought the B.R.M. ever nearer to its tail. That was dramatic—and then Farina drew into the

pits, and the B.R.M. was out in front! Although the Ferrari completed one more unhappy lap, it was out, and thenceforth Wharton was never challenged, even capturing the lap record from Farina in the process. Behind, in the formula 2 battle, Moss' car lost its crispness after a good run, Rolt coming by; then Salvadori, whose Connaught had gone out very early, took over the third car (now driven by Fairman), and this combination took third place. Geoff Richardson's R.R.A., suffering from a lifting cylinder head, dropped out when fifth, and Ninian Sanderson finally came home fourth in the *Ecurie Ecosse* Cooper-Bristol.

A good race, although a walk-over after half distance; a very popular win, and a fine finish to a good day.

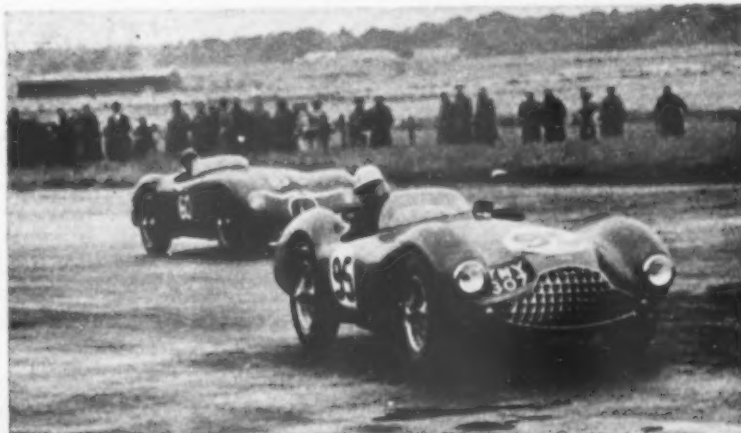
RESULTS (lap distance 2 miles)

Sports Cars: Up to 1,500 c.c. (10 laps): 1. Cooper-M.G. 1,407 (P. C. Davis) 15m 33.6s, 64.65 m.p.h.; 2. Cooper-M.G. 1,407 (H. R. Gould), 16m 34s; 3. Riley 1,080 (D. R. Maunton), up to 1,500 c.c. (10 laps): 1. Cooper-Bristol 1,971 (J. R. Walton), 16m 43.6s, 71.75 m.p.h.; 2. Tejetra 1,971 (P. C. Davis), 17m 9.4s; 3. Frazer-Nash 1,971 (J. D. L. Melvin), Unfinished (19 laps); 1. Aston Martin DB3S 2,500 (R. Parnell), 35m 17.8s, 73.07 m.p.h.; 2. Jaguar XK120C 3,662 (I. M. M. Stewart), 35m 54s; 3. Jaguar XK120C 3,662 (J. R. Stewart), 35m 54s. **Formula 2:** 1. Cooper-Bristol 1,971 (P. C. Davis), 17m 9.4s, 73.07 m.p.h.; 2. Cooper-Norton (R. Moss), 31m 23s, 78.47 m.p.h.; 3. Kieft-Norton (D. Parker) 31m 40s; 4. Leston-Norton (L. Leston), 31m 40s; 5. Cooper-Norton (P. R. Orr), 1m 31s, 79.12 m.p.h. **Formula 3 (40 laps):** 1. Cooper-Bristol 1,971 (R. Wharton), 1h 15m 30.4s, 79.45 m.p.h.; 2. Connaught 1,260 (R. Salvadori), 1h 15m 50s; 3. Connaught 1,260 (R. Flockhart), 1h 16m 10s; 4. Salvadori, Flockhart, all 1m 16s, 83.7 m.p.h. **Formula Libre (50 laps):** 1. B.R.M. 1,407 (R. Wharton), 1h 12m 53.8s, 84.7 m.p.h.; 2. Connaught 1,260 (A. P. R. Rolt), 1 lap behind; 3. Connaught 1,260 (J. E. G. Palmer and R. Salvadori), 2 laps; 4. Cooper-Bristol 1,971 (N. Sanderson), 3 laps; 5. Cooper-Bristol 1,971 (Wharton), 1m 39s, 88.71 m.p.h.

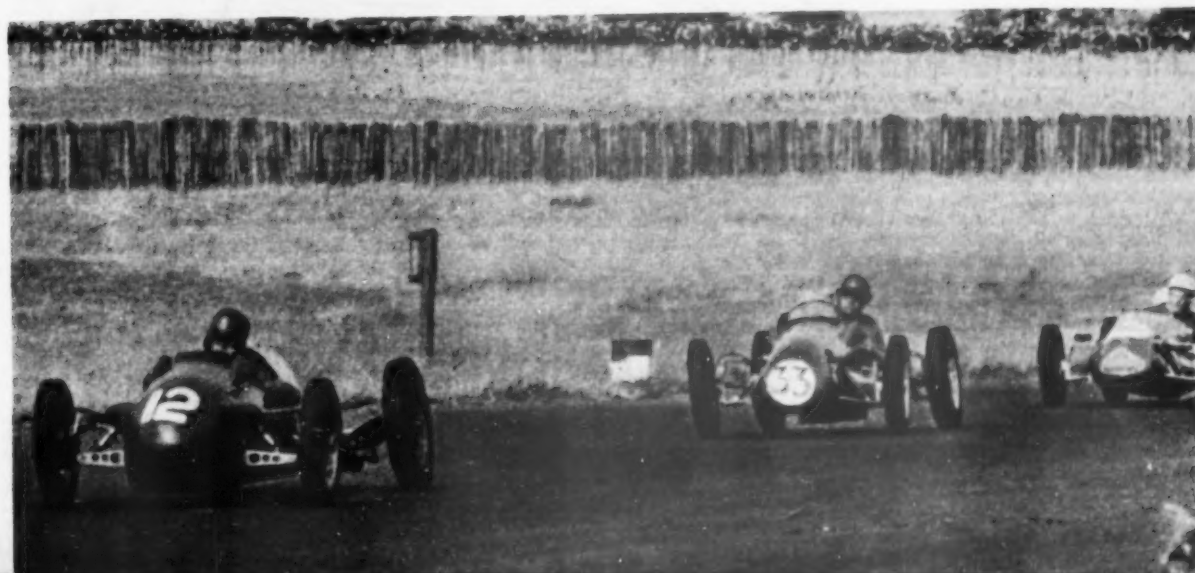


Above: Ron Flockhart drove well in a works Connaught with fuel injection to finish third in the formula 2 race.

Right: Reg Parnell takes the lead with the DB3S Aston Martin from Ian Stewart's Jaguar XK120C as they go into Lodge Corner in the unlimited-capacity sports car race.



Below: Don Parker (Kieft) leads from the Coopers of Gerard and Moss into the fast left-hand Kames Curve during the formula 3 event; Moss, however, was ahead at the end.



It is an odd thing that, after driving a test car for only a hundred or two miles, the temporary ownership assumes a feeling of permanence. Whatever the car, one drives along thinking up dozens of sound reasons for imagining that particular vehicle to be the best and most suitable for one's purposes. One does not, however, have to talk oneself into liking the Midget. I was under no misapprehensions about the M.G.'s place in the motoring picture. The Road Test had shown it to have a fair turn of speed, a maximum of 78 m.p.h. being recorded in favourable circumstances on two occasions. Not a very high maximum, the diehards will say, but one good enough for an engine of only 1½ litres, pulling a not particularly light car that will do the shopping, sally forth with its occupants warm and dry in the foulest weather, and provide adequately for both sporting and non-sporting owners. Added to this, the glances which its pleasing appearance produces from passers-by pander to the very human failing of enjoyment at being envied.

Night Start

We were due to leave the start of the Edinburgh, the Rouncil Towers Motel, Kenilworth, at 12.15 a.m. on Whit Saturday morning. On Friday evening we left London and pointed the pleasantly long bonnet towards Leamington Spa. Here a meal was provided by friends, and at 11.15 we left, in steady rain and escorted by our host's Standard Vanguard (he knew the way), to the start. In an atmosphere of damp competitors trying to look nonchalant as they checked tyre pressures, oil, water and petrol, and attached rally number plates to their cars, we, too, tried to give the

TALKING

With umbrellas at the ready a marshal prepares to time the M.G. in the test at Talla Linn in the Edinburgh Rally.

SO many people, to whom motoring means more than just getting around with the minimum of effort, are inclined to class the M.G. Midget vaguely as a sports car—a classification which includes such potent machinery as Ferrari, Alfa Romeo and suchlike—and to discuss and criticize its general performance, subconsciously at any rate, in terms of these vastly different cars. This is, of course, grossly unfair. Because the Chinese are able to produce soup from some sort of indigenous bird's nests, even Mrs. Beeton, the Ascari of the kitchen, could not be expected to boil up a sparrow's nest and produce the same result.

In the hands of the less wealthy, to whom an active participation in motoring sport is a "must," the M.G. can—and does—compete successfully in a wide variety of events all over the world. For the less ambitious—and there are thousands of them—who like their motoring to be in the open air when the weather permits, it provides a light-hearted, lively and tractable car which, above all, is fun to drive. The principal appeal, however, to its many adherents, is the comparatively modest price at which it does all this.

After a Road Test had been carried out on an example of the current model (*The Autocar*, May 5, 1953), the news that the use of the car had been extended for the M.C.C. Edinburgh Rally came as particularly pleasant news. A subsequent remark, "No doubt your experience of the car during the road test will help you to win a premier award," was less encouraging; the fact that no better than a "silver" resulted was, however, not the fault of the car. It was pleasant, though, to have the opportunity of extensive use of a car that had already proved itself to be well worthy of its manufacturer's slogan "Safety Fast."



Looking like "Mrs. Michelin," the navigator climbs into the car before the move away from the Carlisle lunch stop.

impression of hardened rallyists. Eventually we were sent on our way by a bedraggled marshal who remarked that he'd rather be sitting in the M.G.'s dry cockpit than getting drenched as he was. We agreed heartily, wished him good night and splashed out into the darkness.

The run to Harrogate, the breakfast stop, was pleasantly spent behind the subdued glow of the panel lighting and the car's adequate head lamps. Although there is bound to be a sensation of being "boxed in" when driving a two-seater with side screens that cannot be wound down at will, the flaps at the bottom of each screen tend to reduce this feeling

of being cut off from the outside world. In the absence of traffic indicators these flaps are necessary for signalling. They are not, however, entirely convenient and the use of hand signals was abandoned in favour of a more than usually keen lookout in the driving mirror.

The route from Kenilworth to Harrogate was left to individual taste and a period of 4½ hours was allowed for the 145-mile run. By driving normally and with no attempt to hurry, it was found that, despite the dark and rain, an average of 35 m.p.h. was easily maintained. The result was that considerable time was profitably "lost" by sleeping outside the Harrogate control.

After breakfast, the next section, leading to the lunch stop at Carlisle, gave ample opportunity of sampling the M.G.'s agility to the full. The route left main roads and wandered off across the Pennines through Oughtershaw, Buttertubs, Tan Hill, Hardknott, and Wrynose passes. This section included tests among which were a braking test on Buttertubs, and a stop-and-restart on a very steep climb following one of Hardknott's many hairpins. A period of three seconds was allowed in which to get away from the "stop astride" line and, as we arrived, a competitor in a sedate family saloon was gallantly burning out his clutch. The marshal cheerfully informed us that nearly 75 per cent of the entry had failed so far, though the M.G.s had nearly all managed it. After a long delay during which spectators pushed a predecessor up the hill, we took our turn. The hand brake, which works on the back wheels only, easily held the car on the steep section and, at the signal to start, the M.G. moved off without any trouble. The fly-off type, conveniently placed between the seats, is a blessing for manoeuvres of this sort.



Ammeter, combined oil pressure and water temperature gauges, and the 51n rev counter and speedometer are all grouped in front of the driver. This is one of the detail points that make the Midget pleasing to drive.

roads were good and fairly empty, and there were niggling thoughts of those remarks about a first-class award.

During this part of the run the cornering and handling of the car came into their own and were much appreciated—as, indeed, were all its capabilities. The light and very accurate steering was a joy and there was no perceptible roll when cornering fast; the only indication that the car was being driven harder than usual was a considerable squeal from the tyres, which, unless pressures are kept two or three pounds above normal, can be annoying. Non-technical passers-by would no doubt attribute the squeal

T D MINIMS ON A MIDGET by PETER GARNIER



On the return journey the M.G. took on the role of a fly-paper; the windscreen was as bad as the registration plate shown here and the absence of a bug deflector was regretted.

From here the route led on towards Wrynose—a slow section with endless hairpins and a none too good surface. Considerable delay had been caused by the succession of failures on the stop-and-restart and, when a distance of 37 miles separated us from the Carlisle control, we calculated to our horror that we had only 39 minutes in which to get there. Arrival at this control over 10 minutes late automatically doomed one to failure, so we had a maximum of 49 minutes in which to cover the 37 miles and still qualify for a third-class award. The ten minutes grace was ignored—after all, the M.G. could do nearly 80 m.p.h., the



Queuing up outside the time check at Penicuik before reaching the finish at Edinburgh. The notice on the farther telegraph pole indicates the distance from the check.

to excessive speeds rather than i.f.a. and condemn the driver, along with all his fellows, as being a road hog. The oversteer experienced with the recommended tyre pressures was greatly reduced by the slight pressure increase. Inevitably, with the ideally placed short, central gear lever, the temptation to use third gear is great, so crisp and easy is the change down. For accelerating fast out of corners, this gear is excellent and the revs build up quickly to 5,000.

On one straight stretch of road leading into Carlisle with the speedometer indicating 78 m.p.h. we were rapidly catching up an elderly Austin Seven which, without warning,

TALKING TD

... continued

In this form, with the hood down and the rigid, metal framed sidescreens in position, there is practically no draught. The M.G.'s pleasant lines—in effect a survival from the past—are well shown from this angle.



suddenly shed a large piece of cast iron, shaped like a flat banana, which bounced into the middle of the road. There was no opportunity to swerve and our right-side front wheel threw it up with an almighty bang somewhere under the M.G. To stop would have meant our efforts had been wasted, so as everything mechanical seemed to be all right we drove on. The speedometer was kept around the 80 m.p.h. mark for longish periods on this fast stretch; and at no time did the engine show any signs of overheating or objection. Eventually we drew up at the Carlisle control, two minutes late, having covered 37 miles in 41 minutes. We inspected for possible damage caused by the Austin's unwanted casting, and found a bump on the right-side running board about 1/2 in high. Had the running board been made of aluminium it would almost certainly have been pierced.

In the Lowlands

From Carlisle onwards, to the finish at Edinburgh, the journey resumed the gentle country drive nature of the previous night's run. Two further tests were included; an acceleration test at Talla Linn and, at the finish in Edinburgh, a series of three stops and restarts against the clock. The lines astride which we had to stop were just a little too far apart for comfort in first gear and yet were too close for even the quickest change up into second. As a result, the M.G.'s rev counter sailed up to 6,000 r.p.m., where it was held until violent braking brought the car to rest astride the next line. In the earlier stages of the event the engine might have been spared such treatment, but this was the finish and it was not worth spoiling the ship for even a shilling or two's worth of tar. Apart from slight valve bounce the

M.G. stood this treatment without protest, after which we drove to the finish, handed in the number plates, and signed off.

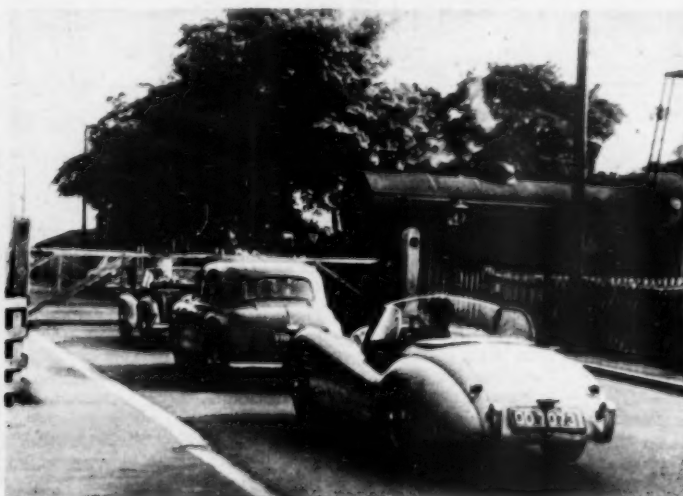
A total distance of 457 miles had been covered, entailing nearly 18 hours—with the exception of meal stops—at the wheel. Many miles of very hilly country had been covered and violent braking and acceleration had been indulged in without thought for the car. At no time had the M.G. faltered nor had the brakes shown any signs of fade; at the finish they would still stop the car quickly in a straight line and there was no serious increase in pedal travel. The total petrol consumption had been in the order of 26 m.p.g. and the driving, right up to the finish, had been beguiling all the way. And, after this lengthy period in the car we were neither dirty, wet, nor unduly travel-weary; that no signs of soreness or stiffness were felt is an indication of the comfort and good driving position.

Now what does all this mean? Considered in terms of what the car sets out to do it achieves its purpose to a surprising degree. It is capable of standing up to harsh treatment without any ill effects. If the performance is not sufficient for the requirements of some sporting owners, this, too, can be coped with by means of the stage by stage tuning that can be carried out under the guidance of the manufacturer. It is not difficult to understand why the Midget, produced in an unbroken series over a period of 25 years, should still hold the appeal that it does, nor that such an astonishingly high percentage of the output should be sold in America.

It was very reluctantly that the car was driven back to Cowley on the following day—a further 360-odd miles—and returned to the manufacturers on Whit Monday, as sound and endearing as it had been when it left them.



The M.G. and crew at 8.35 a.m., 208 miles from the start, during the regularity test at Tan Hill, in the Lake District, where a heavy drizzle was falling.



At has frustrations apart from the "heavies"; the return journey to Cowley was held up by this level crossing at Leeming Bar, north of Boroughbridge in Yorkshire.

THE AUTOCAR, AUGUST 21, 1953



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GOOD  YEAR

FOR LONG LIFE AND LASTING WEAR

TAZIO NUVOLARI

NOVEMBER 16, 1892 — AUGUST 10, 1953



NUVOLARI—that is a name which in the minds of countless enthusiasts is synonymous with all that is great and thrilling in motor racing. During the late nineteen-twenties and 'thirties, the world knew Tazio Nuvolari as the greatest living road racing driver; in fact, if comparisons were possible between the drivers of one generation and another, he would have strong claim to the title of the greatest ever.

With the announcement of his death at his home in Mantua, in Italy, on Monday of last week, an epoch-making career came to a close. Nuvolari was born on a farm near Mantua on November 16, 1892, and took up motor cycle racing after the first World War; his first appearance with a racing car was in 1921. In the early days he drove Ansaldo, Bianchi and Chiribiri cars, but in 1925 was given a trial by Alfa Romeo, which ended unhappily with his crashing the car and spending some time in hospital. Nothing daunted, he raced a Type 35 Bugatti for the next year or two, scoring several victories and finishing third in the Italian Grand Prix of 1928.

As a result, Alfa Romeo enlisted his services once more in 1930, and in the following three years he scored innumerable successes for them. Perhaps one of his most memorable races was one which he lost: the Monaco G.P. of 1933. After a race-long duel with the Bugatti of his great rival, Achille Varzi, Nuvolari's car caught fire on the last lap. Refusing to stop, he carried on until the engine blew up half a mile from the finish, and then pushed the car to the pits, where he almost collapsed from exhaustion with only 200 yards to go. That short distance he never covered; but the crowd rose to him as one man for his display of indomitable courage.

In the succeeding few years, the star of the Alfa Romeos (at that time raced by the Scuderia Ferrari) waned in the face of the

fierce competition from the German Mercedes-Benz and Auto-Union teams; yet Nuvolari kept on trying, and in 1935 drove his finest race to beat the combined might of the German teams on their home ground, in the German G.P. Eventually, however, he had to admit their superiority, and in 1937 became one of the Auto-Union team of drivers, scoring several successes for them in the years 1938 and 1939.

After the war, he won the Albi race with a Maserati in 1946, and scored a remarkable second place in the 1947 Mille Miglia with a Cisitalia; but he was a sick man, badly affected by exhaust and fuel fumes, and could no longer stand the strain of racing. For the last few years he lived quietly and in failing health at his home in Mantua.

Nuvolari drove in the British Isles on three occasions only, winning every time; in the Tourist Trophy races of 1930 and 1933, with Alfa Romeo and M.G. cars, and in the Donington G.P. of 1938 with Auto-Union. He came over here in 1950 for the B.R.D.C. race meeting at Silverstone, at which it was hoped that he would drive a Jaguar in the Production Car event; but unfortunately his health did not permit him to do so.

Nobody who ever saw Tazio Nuvolari drive—as I count myself fortunate to have done—could ever forget him. The *Mantovano Volante*, or "flying Mantuan," as he was affectionately known, with his small wiry build, his nut-brown hatchet face and white teeth, his red helmet, yellow pullover and gay scarf, made an irresistible spectacle, pulling faces, working at the wheel, almost dancing from side to side of the cockpit as he hurled the car round corners at hair-raising speeds, defying all the accepted rules of line or style. No—there will never be another Nuvolari, and I shall always think of him as incomparable, the greatest of them all.

J. A. C.

Nuvolari's three appearances in the British Isles—all of them successful. Top to bottom: In 1930 he won the Tourist Trophy race for Alfa Romeo. In 1933 he performed the same feat for M.G. He is shown in the middle of the three photographs being congratulated by his wife. In 1938 he scored a victory in the Donington Grand Prix for Auto-Union.



A SCENIC BY-WAY PAST THE BLACK MOUNTAINS

By JOYCE WHILLIS



GOLDEN DEVIATION

WHEN you must go up to a valley and when moreover that valley is called Golden, it is a lure for any tourist. If, in addition, clouds deepen the indigo mountains of Wales ahead, there is a third good reason for turning back from Hay-on-Wye on to B 4348 southward.

It was just such a combination of chances that turned our Vanguard towards this valley, although it could easily and profitably be fitted into more purposeful itineraries, say, from Brecon to the south-west or from Shrewsbury to South Wales.

An incipient drizzle that was one of our reasons for going did not blot out a magnificent semi-circular panorama of Herefordshire spread behind us as we eased uphill towards the valley. What lay ahead might be anything from a mountain pass to a mere short cut less interesting than the country behind. But, happy omen, as the Bredwardine Hills shouldered across the view the clouds drew back like stage curtains to line the hills on either side and from a long blue rift the sun poured warmth and light on to the road ahead.

Perhaps the sun always shines in Dorstone, for the public

timepiece on the green is a sundial. Perched on a beheaded cross it makes a pleasantly leisured introduction to the first village on this road. Dorstone church is comparatively newly rebuilt though parts of it are thirteenth century and its bells are old; one of them declares it shall ring for ever. No shadow hangs over it though it is the burial place of one of the knights who co-operated in the murder of Thomas à Becket. Such sinister history belongs in the far past with the ruined castle and Arthur's Stone on Merbach Hill. For anyone who cares to climb to it that is the only cromlech in Herefordshire, with a view as a bonus for going there.

We crossed to the eastern side of the valley, a chance but rewarding selection. It is an almost straight road along the side of the Bredwardine Hills, undulating but just sufficiently high to give a broad vista over the green and wood-dappled landscape. At this season it was green, golden only with promise of the coming harvest. In fact there is a little debate about the origin of its name: some say from *dwr*, the Welsh for water, and some that it comes from *d'ore*, which as every celery-grower knows means golden and here refers

A black-and-white tower at Vowchurch in the Golden Valley. The name is supposed to originate from a woman's vow to build the church in less time than it would take her sister to build a similar church in the next village.



to richness. I prefer to think it is the latter and a name bestowed perhaps by some old clerk who saw it first in the maturity of the year.

Peterchurch's fame had reached me even without being very sure of its whereabouts until this diversion started. The church lies a little to the right of the road and en route there was a cheering glimpse of life's duller domestic chores proceeding in a flowering yard—a nice thought here—before coming to the church itself among tall and venerable trees. Unhappily it was an inconvenient hour for visiting the interior, so I have only other travellers' word about the existence of the very thing that established its fame abroad, the trout-in-chains or (as one traveller says) the carp-in-chains. At least there is a replica of this famous fish caught nearby with a golden chain about its neck. Like the curative wells here, a sufficient miracle for the valley it is, though history does not suggest what tragedy lies behind that chain's descent into the water. Perhaps after all it was only discarded by some valley maiden who renounced a token of her lad's affection—if so, a more agreeable token than those usually bestowed by golden youth during the antique ceremony of "crab wakes," when it was customary to bombard a lady-love with crab apples!

Vowchurch and Turnastone

We left Peterchurch and sauntered down to the next turning to Vowchurch and its twin, Turnastone. History says these two churches were built by sisters, one of whom said, "I vow I will build my church before you turn a stone of yours." True or merely legendary, I suspect the vowing sister of cheating a little because her Norman stone church was evidently finished in such a hurry that she omitted the tower. Now, instead, it wears a rather odd half-timbered salt cellar. Turnastone is across the river and to remain in the valley one must turn back over the bridge to B 4348, though only as far as the fork where B 4347 branches right on the way to Bacton.

It dips down to the river and the railway ("closed," the map says, though here and there level crossings and stations remain as evidence of bygone and unsuitable locomotion) and up again to Bacton. Having come so far we could not miss that pretty village which looks every bit as old and secluded as it is, and the little, attractive church with the figures of the first Elizabeth and her Chief Gentlewoman, Blanche Parry, in a niche. There are a great many reasons why Bacton church is both attractive and interesting, and the sculpture is only one of them as one of the few representations of Elizabeth Tudor made during her lifetime. Blanche Parry was born hereabouts and perhaps that pleasant compromise implicit in her name and birthplace on the Border endowed her with a genius for keeping the peace, too. At least, Blanche managed to remain in the royal



Founded, in the Golden Valley, by the Normans but allowed to fall into decay after the Dissolution, this archway is all that remains of the nave of Abbey Dore, once 120ft long.

service from her infancy until death at the age of eighty-two, no mean achievement with that fiery, unpredictable monarch.

When we returned again to the main route it seemed straightforward enough to fold away the map as we headed down towards Pontrilas and the last of the valley. So it happened that we came round the curve and pulled up short by a lych gate where there hung a surprising sign which reminded me, irreverently, of one of those boards advertising teas with a special brand of bread. It said: "Abbey Dore 1147." An abbey to crown a valley of churches! To be sure, the church at the end of the flowering walk did not look anything like so old and in fact seemed rather unlovely. Of course, this is not so ancient, but a modern church—modern in the sense of antiquity hereabouts—and adorned with some splendid woodwork and a screen by John Abel, who was the local master architect and designer of Restoration time. The old part of the original Abbey Dore lies beyond, now only an arch and tumbled ivied ruin of the great twelve-sided chapter house and the five altars. But still, a fitting end—as fitting as three men scything grass in long, leisured sweeps—to a detour through a valley dipped in golden peace.



From the summit of Merbach Hill, 1,045ft high, eleven counties can be seen on a clear day.

HOW THE OTHER HALF LIVES

SHORT EXCURSIONS IN ENVIABLE CARS

IN parallel with the curiosity which everyone has about how the other half lives, so that the humble read magazine articles on what the Royal Family has for breakfast, and the cultured and refined devour novels of low-life squalor and violence, ordinary motorists are insatiably curious about what it feels like to drive the more lordly sort of car.

The writer has twenty years' experience of small cars and "good-goers," sinking as far down as a small car rescued from under the very hammers of a French scrapyard, whose most notable feature was an oil consumption of 20 miles per quart. But he of recent years has had cause, or at least opportunity, to sneak into the driving seats of the monarchs of the road on occasion.

The astonishing thing about the XK 120 Jaguar is that anyone can drive it, and it will do everything that an Anglia will do in the way of manoeuvring in car parks. If a block of wood were positioned so that only half-throttle were available, it would be most suitable for teaching a fiancée to drive. But full-throttle causes it to jump forward—jump, not accelerate. Out of the corner of an eye, it seems curious to see a speedometer needle sprinting around the calibration instead of creeping onwards. More than the sensation of surging acceleration is the feeling of faint surprise at reaching high speed so quickly and easing off the throttle: "Golly, are we there already?" One is accustomed to thinking of speed as something that has to be worked up to on that one, long straight stretch.

Powerful braking that brings one down again does not astonish so much as the fact that the car stays so steady if you (colloquially) throw out the anchor. Perhaps this is best felt in the smooth, effortless Bentley, whose enormous stopping power finds you stationary when, mentally, you are still going on for a few yards!

No Urge

It is the effortless feel of good cars that is so pleasant to a person accustomed to thinking of driving as urging, coaxing and encouraging a car onwards. One is in a completely different position of being borne along, exercising a restraining hand. For some reason, possibly because it is a fairly heavy car with a solid feeling, the 2½-litre Riley is remembered for effortless progress. Cruising at 80 m.p.h. it gives the feeling that it is not running but has a giant stride, and the desire to drive a really long distance for distance's sake is experienced; hour after hour of eating up distance, hours of receding horizons. It seems that T. E. Lawrence got the same feeling on his remarkable journeys on a camel, possibly because of the beast's long legs. We know he did on his Brough Superior motor cycle.

Approaching a fine car with diffidence, the stranger may find it seems to make him a better driver than he had imagined. It does not remind him of little errors and misjudgments, of slightly adverse cambers, of last-minute modifications of intentions, for it has margins of acceleration, stopping power and roadholding. Indeed, a young friend has told me of entering a bend far, far too rapidly in his manager's Bristol, fortunately recollecting that he must not brake on the corner, and discovering with what he admits to have been fatuous complacency that the car was performing a beautiful drift, as cars do in race pictures in *The Autocar*.... It is indeed a car that helps its driver.

There is a peril in this: the best cars are not any better at making their way through an oak tree than are bad cars. One must remind oneself that their tolerance of little liberties being taken must not lead to the taking of big liberties. When something finally happens it will be a big

something, and you will run out of road in Huntingdonshire and come to rest in Devonshire.

Most fortunate are those who want a certain performance, a certain rate of progress, and have a car which offers more than they want, so that there is always a lot in hand.

Good manners and easy progress are much in a car, and most sensible people, encountering them for the first time, find their driving coming into harmony with them. Recovery after a check is so easy; hills are the same as levels; so many irritations and impatience have been removed; frustrations have been banished. However, it is correspondingly more annoying to be in very congested conditions where the aristocracy of motoring and the Submerged Tens are stuck in the same crawling queue. The very large car can, in other circumstances, feel much too large and cumbersome, so that one would willingly swap it for a little runabout. If it gets stuck in "colonial" conditions, too, one hates its ponderous immobility.

Jungle Stuff

Effortless progress, which I have used with the frequency of a publicity slogan, is not everything. There is the sheer exhilaration of the car which has a tiger under the bonnet. Of leaving town in what was then the new Aston Martin DB2 one recalls the occasional sounds coming from the lair of this unawakened tiger, and the great moment as the de-limit sign and the open road were reached; the moment when the car ceased accelerating normally and, in response to a change down to second at 50 m.p.h., really got going. If there is a big Whizzmobile alongside when this happens, and it seems to be plucked backwards by a giant hand at the seat of its pants, joy should last for ten seconds. After that, one must recall that these feelings are human vanity and tribal jealousies....

If it is accomplished in silence, in a saloon, it takes a great deal to give any thrill of great speed. "Sixty in mine," you may reflect, "is more impressive than eighty in this thing." I never had that feeling in a Frazer-Nash competition two-seater, highly tuned. I was not driving, and had opportunity to admire the surprisingly loud whine of the racing tyres rising above engine and exhaust, and the roar of the wind, and the remarkable way in which telegraph poles were flickering past and the ribbon of road rushing towards us. It certainly felt like 116 m.p.h., and it wasn't at all silent. An acquaintance tells me he once rode with Mr. Stirling Moss in a test lap of a circuit: again and again the car hurtled towards a corner at what seemed a hopelessly impractical speed; and he tells me that had he been able to keep his eyes open—they closed involuntarily each time—he would know how it was done.

They are in a different world, these very good cars. I do not know if I have given you any impression of them: but grant me that I have successfully avoided using "snarl."

J. D.



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Consul and Invicta at Canterbury: the Invicta is a landmark in locomotive design, being the first ever built with outside cylinders at the leading end, and was about the twentieth engine constructed by Robert Stephenson and about the seventieth railway locomotive to be built. It ran on the Canterbury and Whitstable Railway, which opened in 1830 and was the world's first public railway operated by a locomotive. The Invicta, sad to tell, lacked power on the gradients in spite of a bore and stroke of 10 by 18in, and had to be supplemented by stationary engines.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

TAZIO NUVOLARI

A Tribute from a Veteran Racing Correspondent

[65087].—It would be an ungrateful task to pick out the world's finest racing driver of all time, for cars have developed and conditions have changed to such an extent that the best performance in the early town-to-town races might have produced an indifferent figure with a modern, light car running on a short circuit.

Personally, I like to think that the late Tazio Nuvolari stands at the head of the list under the varied conditions of racing. Of light build, and olive skinned, dark eyed Tazio Nuvolari had all the physical characteristics of the Italian. Perhaps, because of his professional training, there was a lack of that exuberance which we associate with the Latin races; but, when in action, he was consumed with fire. To succeed, a man must have complete control of himself and generally the racing drivers of the period were Spartan in their abstinence.

Nuvolari considered that the finest race he ever ran was the Targa Florio of 1931; he was proud of it not because he had won the Targa, but because he had beaten his rival Varzi, the previous year's winner, who on this occasion had started as an independent at the wheel of a Bugatti. The following year Nuvolari again won for Alfa Romeo, driving a Grand Prix model which no

other driver dared handle on such a winding course. Travelling around the circuit during the race, I was frequently so close to the car that I could have touched the driver by leaning over the top of the protective wall. Exerting every effort, Nuvolari nevertheless appeared to be perfectly at home. He had warned his youthful mechanic that if he felt the car was in danger he was to crouch down under the scuttle. Realizing that the youth had disappeared, Nuvolari stretched forth his arm, seized the youth by the collar and jerked him back to his seat with the remark "Do you think this is a rabbit warren?" During the last lap the spare wheel came adrift. Nuvolari continued without it. Then flames spouted from the bonnet, but the driver merely nodded to his mechanic to spread-eagle himself and use the seat cushion as an extinguisher. For the second time he won the Targa Florio.

So great was his daring and so miraculous were his escapes that it was said that Nuvolari had a pact with the devil. Yet in a race he always gave the impression of having his car under complete control; indeed, it seemed that no car was fast enough for his ability. On the inside of the gasworks hairpin on the Monte Carlo circuit, where one is so close to the cars as to be within touching distance, Nuvolari would invariably come round with one arm over the side, slapping the panel of his car, as if impatient at its slow pace. Fully conscious of his skill and always ready to prove it, Nuvolari was devoid of boastfulness. In private life he was a charming companion, closely attached to his family. An amusing incident occurred at Monza, where it is a rule that women shall not be allowed in the *revitallement* enclosure. A woman came forward and demanded admission, which was firmly refused.

"But I am Signora Nuvolari," she explained. The gate keeper considered that he was justified in making an exception. But

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continued

after three women had gained admission on the grounds that each was the wife of the great champion, an enquiry was made. "Are you married?" they asked Nuvolari.

"Oh yes," was the reply.

"Is your wife here?"

"Certainly, across there, in the grandstands, with the *bambini*."

In 1950 he took part in and won a local race in Sicily, despite the warning of his doctor that he was no longer fit. But Tazio was not a man to be influenced by a doctor's opinion. Had he not once started in a race with his leg in plaster?

Paris.

W. F. BRADLEY.

SELLING THE DUMMY

Do Radiator Caps Deflect Bugs?

[65088].—I read your Editorial in *The Autocar*, August 7, about dummy radiator caps with considerable amusement.

With all deference to your much more mature opinion, I do suggest there are two schools of thought about radiator caps, having driven with both, and I would suggest to you that what is wanted is not a dummy radiator cap, but a real one.

In the first place, the radiator cap gives you something to aim on. On the only modern car I regularly drive which has not got one, namely, the Austin A.40, a motif has been put in front, presumably to serve the same purpose, though if one were to hit anybody it would be much more likely to damage them than a radiator cap would.

A further point; on top of the motif one is now expected to add a very unsightly bug deflector in order to unstreamline that which has already been streamlined. I am, therefore, wondering whether the radiator cap used to act as a bug deflector as well; in its day one never had all this trouble with flies on the windscreen.

One more point with regard to this aiming the car; most modern cars seem to have a vast area like a sponge pudding in front, and in very few of them can one see a definite edge to the wings, though it costs at least twice as much to repair the modern wing as it did the vintage one.

With regard to the low, sloping bonnet, it certainly saves petrol, but is the visibility really improved? In practice it seems to me that, when one is watching the road a long way ahead, to see the nearby road whizzing past is tiring to the eyes and a positive distraction, while it may even have some effect on passengers' car sickness.

Finally, if anybody with a modern car wants to trail me up to a point where we both need water, to see if my radiator cap is genuine, I should be happy to stand by after filling my own radiator, while the post-war car owner releases the catch from the driving seat, opens the bonnet, spills the water over the plug leads—owing to the inadequate size of the internal filler cap—closes the bonnet, and reports that we may now both proceed!

London, W.C.2.

DONALD MONRO.

EXPENSIVE

A Doctor's Prescription for Economy

[65089].—I suggest your correspondent, Mr. R. L. Manwaring [65023], tries the following prescriptions for his Austin A.70 (none of these is available on the National Health Service).

1. Fit one radiator blind; one must get used to this gadget to get the best results. With practice the engine can be kept at about a constant 175 deg F. Normally this engine is far too cold for economy.

2. Fit a Bray heater and remove any necessity for the choke.

3. Advance the ignition well, and use only Esso Extra or Clevecol. These are the only two brands which result in elimination of pinking, at any rate as far as my own particular Hereford is concerned.

4. Use the smallest throttle openings possible. The Austin A.70's performance is easily obtained and does not call for a heavy right foot to keep the edge on the majority of English road users (this also applies to the Javelin).

5. When the lights have gone red, switch off immediately. This is a habit well worth cultivating.

6. Change the tyres round every 2,000 miles and see that the correct pressures are maintained. Have an occasional glance at the front tyres each week so that any irregular wear can be spotted quickly. If the track is the slightest bit upset increased tyre wear quickly results.

7. Avoid the lightest detergent oils. They give too low an oil pressure and excessive consumption.

My own Hereford is now 18 months old and has covered 22,000 miles. It is the most truly economical car I have yet had

the pleasure of owning, and it can really accommodate six adults of normal stature. Six weeks ago I covered over 600 miles through the Scottish Highlands averaging 43 m.p.h. (without stops) and obtained 28.9 m.p.g. I was passed once—by a Mark VII Jaguar. Two tyres were replaced at 18,000 and another two at 20,000 miles. Oil is changed every 2,000-3,000 miles and consumption is about one pint per 500 miles. The engine has never been decarbonized, and it runs better than ever, with no sign of the need for an overhaul in the future.

Replacements to date have been limited to: water thermometer, front damper link, and the centre portion of the rear bumper (this was replaced under the guarantee as the chromium showed excessive peeling; it is interesting to note that the new part is of much sterner stuff).

If 50 m.p.h. is not exceeded and the above principles are adhered to I think Mr. Manwaring might find himself regularly getting nearly 30 m.p.g. J. RANDALL ARCHIBALD, M.B., Ch.B.

Rossendale, Lancashire.

SILVER SOLDER

A Warning

[65090].—A letter [64962] on the subject of excess oil consumption, from Mr. Cyril Mann, has led to considerable enlightenment on my part.

I have a 1937 S.S.100 2½-litre model which has been completely overhauled by a specialist firm. I was, however, greatly disappointed to find a steady production of blue smoke. Mr. Mann's letter caused me to examine the rockers. I find each has a cavity as described, sealed with soft solder. This is important, as silver soldering, as suggested by your correspondent, is a process which can be carried out only at red heat, and would result in the cremation of all the felt wicks; this would render the whole process useless.

I wish to draw your readers' attention to this point in case they contemplate undertaking this process.

Builth Wells, Breconshire.

D. CAMERON, M.B., Ch.B.

STYLING

Chrysler Airflow the First Production Example

[65091].—After printing the letter [65004] from your correspondent Mr. J. P. Harrison, you really should have pointed out that Mr. Maurice Olley, being an Englishman who was brought up in England and educated there, can hardly be said to have an American mind. We in America enjoy him because he is refreshingly un-American and pokes fun at our American extravagances.

Mr. Harrison's letter was ill-advised, because, in arguing about a question of priority, it did not mention a single date.

Of course, there were slab-sided cars before the Chrysler Airflow. I can remember the so-called "tank" bodies made in France in the late 1920s by Guillaume Busson, but they do not anticipate the Chrysler Airflow as the first production car with such a body. Here in America, there were fully enclosed bodies before the Chrysler Airflow, that is, bodies that enclosed the wheels, such as the Fuller Dymaxion in the late 1920s.

Michigan, U.S.A.

PAUL HERON.

BEAM AXLES

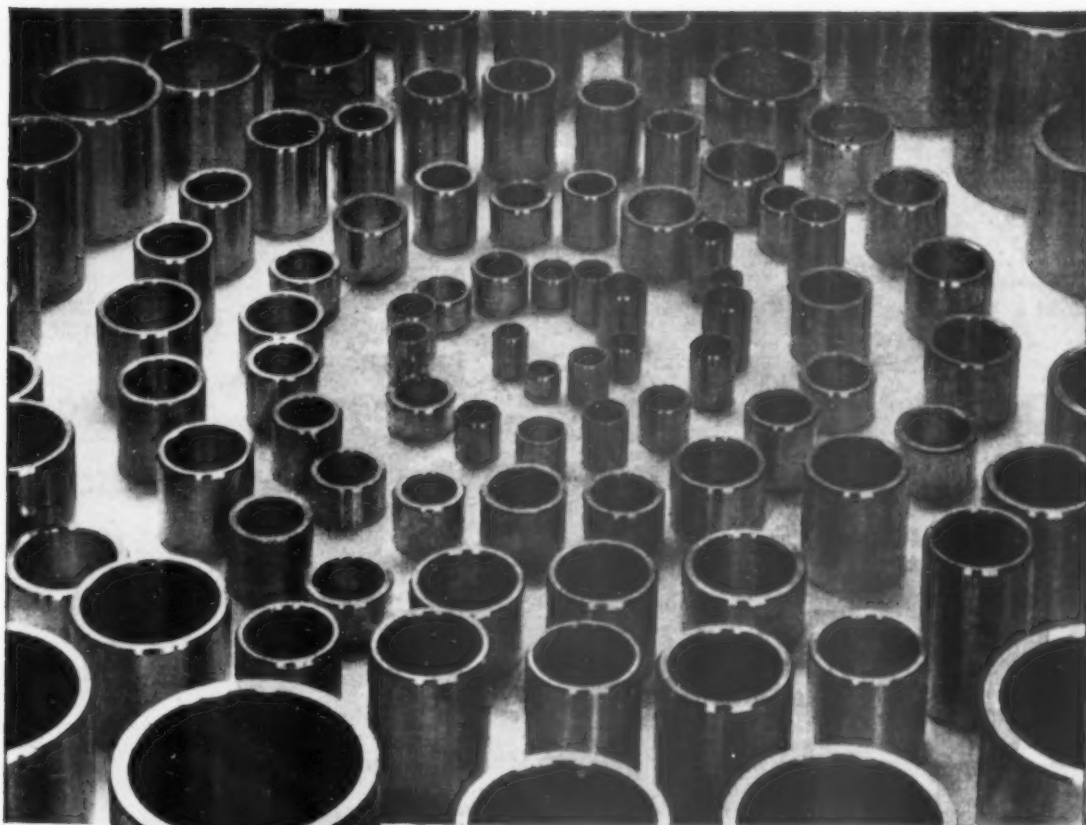
The Mexican Race Will be the Test

[65092].—In reply to letter [64960] from "Diogenes," of Birmingham, concerning the relative merits of the solid beam axle versus independent front suspension, I wish to make it known that Mr. Frank Kurtis, builder of American Championship track racing cars, is now building a sports car, patterned after the Indianapolis winning Kurtis-Kraft "500" race car, but altered to meet F.I.A. sports car specifications.

A prototype of this car, powered by a 4.6-litre modified side-valve Mercury V-eight engine with solid axles suspended by transverse torsion bars, has done well in west coast racing this season. Piloted by Bill Stroppe, it won the Phoenix, Arizona, airport race over a field of Jaguars, Allards and Ferraris, including a 4.1 Ferrari driven by Jack McAfee, one of the top U.S. drivers. I might add that the course was so extremely rough as to cause much tyre wear among most of the faster cars, while the Kurtis had no trouble in that respect.

There are also several successful Ford V8 specials on the west coast, all using solid axles. Also, look at the success of Troy Ruttman's 1948 Mercury in the 1951 Mexican road race.

Mr. Kurtis is currently building five streamlined coupés for this year's Mexican race, to be powered by Lincoln V-eights. Many people are anxious to see Jaguar and Cunningham factory



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CORRESPONDENCE

continued

teams in the Mexican race this year. The controversy over suspension should be settled once and for all by that race.
New Mexico, U.S.A. HAROLD E. OLSEN.

SILVERSTONE

A Case for Sounding the Alarm

[65093.]—Would the "sportsman" who borrowed my alarm watch from the fascia of my Wolsley, which was parked at the Silverstone meeting on Saturday, August 8, be good enough to return it, as he must now be finished with it? This watch has sentimental attachments far in excess of the intrinsic value.
Penn, Buckinghamshire. R. L. BURNET.

SPARES

Co-operation from a Tyre Manufacturer

[65094.]—Having just read The Scribe's paragraph on spares ("Disconnected Jottings," August 7), I would like to say that a valve on a nearly new Firestone inner tube blew out on the Eastbourne road recently.

I was able to go along to the Firestone depot in South London where a brand new replacement was given to me within five minutes without any fuss or bother or asking of needless questions.
T. H. KING.

London, S.E.12.

DELAYED

An Unfortunate Experience

[65095.]—I recently took my car to France by air, gladly paying the extra cost and expecting in return to save the time spent on the ship, also that spent waiting to embark and disembark.

On the way over I had to wait an extra two hours before taking off. One hour and ten minutes of this, I was told, was owing to a backlog of passengers from the previous day. The remainder was because the airline mistook my car for a motor cycle with the same makers' name and, therefore, had to make room for the car on a later aircraft.

On the return trip I imagined that the same trouble would not happen again but, without any explanation, we were one hour late before taking off. In both cases the weather was suitable for flying, added to which I arrived at, or before, the time I was due at the airport.

Unless the air ferry charges are considerably reduced I can see no reason why I should not use the British Railways car ferry in future, especially in view of the new loading arrangements now in use and their lower charges.
D. K. MORTIMER.

London, N.W.3.

"A WINK OR A WAVE"

Appreciation from America

[65096.]—I would like to compliment you on the excellent article (*The Autocar*, July 3) reporting on the findings of a comprehensive study of the relative merits of the traffic indicator system versus the blinker system of signalling intended changes of direction. I have always felt that the traffic indicator is a better system overall and now I have scientific proof to substantiate my view. The excellent articles of this type are very much appreciated.
WILLIAM H. KUMM.

Baltimore, U.S.A.

CONGESTED CALENDAR

Divide the Country into Zones

[65097.]—Your article entitled "Calendric Thrombosis" (*The Autocar*, July 17), ended with the words "Any comments?" I am pleased to take the opportunity of submitting mine.

I agree with almost every word of your views and I feel that practically all the difficulties which face the R.A.C. in the matter of the control of motoring sport would be solved if they would set up a new type of organization in the car sporting world similar to that of the Auto-Cycle Union, the governing body of motor cycle sport.

The A.C.U. is a democratic body with a number of centres throughout the country. Each centre is in control of the calendar for the organization of sport in its own territory, except for a few of the classic events which are run from H.Q. Funds for the centres are obtained by the receipt of 50 per cent of the affiliation fees of the members attached to them. Delegates from the centres form the General Council of the A.C.U. and the sport

is thus in fact governed by the affiliated clubs who elect the members of the centre committees. No trespass is allowed on a centre's territory but permission is always given to allow classic and similar events to take place. By these means sport is localized and the clashing of dates is greatly minimized.

I believe that two bodies, the Northern and the Southern associations of car clubs (there may be others), are trying to carry out similar work for the car fraternity but it may be true to say that this is in spite of the R.A.C. rather than otherwise. Can the R.A.C. be persuaded to become less autocratic and thereby strengthen the efficiency of their control of motoring sport?

I am an associate member of the R.A.C. and a delegate member of the A.C.U. General Council. R.A.C. A.S.M.63.
London, S.W.12.

LONDON-LIVERPOOL

A Nice Drive, But . . .

[65098.]—The Scribe's projected route to Liverpool ("Disconnected Jottings," July 10) will indeed take "some finding" and may not entirely "be fun" if he proposes to follow A443 after A422 from Stratford.

A443 would appear to run from Worcester through Great Whitley (Shelsley Walsh country) to Tenbury Wells and then to A49 at Wolverton. A nice ride—but not to Liverpool.

No, Sir. After Stratford I am afraid the sequence must be A422, A435 and A448 to Bromsgrove then A491 and A449 via Stourbridge to Wolverhampton where The Scribe has my permission to join A41 and its lorry traffic!

There is no point in continuing on A448 to Kidderminster in order to join A449. You arrive at Wolverhampton just the same and, while I hold no brief for this town as one that is easy to get through, it is easy (and well signposted) to get round from A449 to A41.

Wolverhampton, Staffordshire.

ROSS S. GILES.

SERVICE

otels and a Bentley

[65099.]—My wife and I recently stayed at the Commodore Hotel at Llandrindod Wells and, as I had to be back in Cardiff by 9 a.m., we told the waiter at dinner the previous night we should not want the usual ham and egg breakfast and would be quite satisfied at that early hour if we could have a cup of milk each and a few rusks.

Imagine our surprise when the telephone in our room rang at 6.45 asking us whether we were ready for breakfast. When we arrived downstairs there was the manager himself with a pot of coffee and a plate of ham and eggs for both of us. There was no extra charge. The food at this hotel is the best we have had in Britain since before the war.

One other thing: I have often wondered why people pay the price of a Bentley. Now I know. Last week I went to London by train and bought a £1,000 car. After driving to this town—a matter of under one hundred and fifty miles—we felt tired. Yesterday I drove to Birmingham and back in a Bentley—a matter of well over two hundred miles in the day—and felt fresh.

A. THOM.

Cardiff.

EXCHANGE

Trials Photographs Required

[65100.]—I especially like the articles in *The Autocar* on the English trials. I would like to find someone in England to exchange pictures of our national sports car events for those of your trials.

Indianapolis, U.S.A.

[Letters will be forwarded.—Ed.]

FERRY CHARGES

Wheelbase is the Most Convenient Assessment

[65101.]—Mr. R. Russell's complaint [65060] seems to be the fact that the freight charges for cars to the Continent via Dover increase in steps according to wheelbase. Ideally the basis of charge would be: length in feet multiplied by width multiplied by an appropriate number of pence (22.7). The operators, however, and the agents are much pressed with work in the summer and such a calculation would be too laborious. Furthermore, many bookings are made by telephone by owners who are

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continued

ignorant of the dimensions of their cars; the wheelbase, however, of any car is readily ascertainable by the booking clerks.

Incidentally, the wheelbase, as an indication of size, has so changed that the result has been a reduction in rates. Cars used all to be like the Citroën with a wheel at each corner; now they overhang at each end. The Citroën Fifteen, covering an area of 76.9 sq ft, pays £8 and the Standard Vanguard, covering 79.7 sq ft, pays £5. The ferry operators are losing £3 on the Standard.

In the present circumstances my company would not be averse to a change from wheelbase to overall length, but the steps would have to stay.

S. M. TOWNSEND, Director,
London, E.C.3. Townsend Bros. Ferries, Ltd.

"PUMPING" BRAKES

Do the Shoes Require Adjustment?

[65102.]—I was slightly surprised to read your diagnosis of the need to "pump" brakes ("Readers' Service," July 21). Surely the correct answer is that the shoes require adjustment to bring them closer to the brake drum? I have found this to be the case in my own experience.

Woodbridge, Suffolk.

R. S. SCHREIBER.

CATALOGUES

Request for Early Models

[65103.]—As a reader of your journal for a great number of years I take the liberty of writing to you in order to ask for your co-operation and help.

I would like to obtain catalogues of the early models of the following makes: Invicta, Bentley, Railton, Lagonda, H.R.G., H.E., A.C., Vauxhall, Aston Martin, Wolseley, Napier, Rolls-Royce, M.G., Salmons, Singer, Dellow, Jensen and Bean.

Any help will be greatly appreciated and is eagerly awaited.

London, W.4.

ALEXANDER ENGELHARDT.

[Letters will be forwarded.—Ed.]

CAR RADIO

Include the Licence with the Road Fund Disc?

[65104.]—In connection with Mr. F. J. Cockersole's letter [65031] in the issue of July 24, would it not now be logical and save a great deal of trouble to everybody, including the police, who have to check on the so-called "radio pirates," if the Ministry of Transport were to issue "R" (for radio) road fund licences? These, as I envisage them, would be identical with the current road fund licences but clearly overprinted with a letter R or similar identification mark, like a licence in use in Northern Ireland and issued at £13. I think that 10s is quite enough for a car radio; the time it is in use must be very small compared with a radio in a household, and it would be a simple matter for the Ministry of Transport to account to the Post Office at the end of each year for the licences issued by them during that year.

This scheme should have additional appeal to the bureaucratic mind in that it would make it very difficult to avoid payment of the car radio licence.

Aberdeen.

DUNCAN MACKINNON.

ECONOMY

Satisfaction with a Javelin

[65105.]—I was at one time in a similar position to Mr. R. L. Manwaring [65023] and his Austin A.70, the difference being that I had a Triumph 1800 Roadster which did 21 m.p.g. I transferred my affections to the Javelin and I endorse all that Mr. H. D. Lantsberry [65049] has to say with regard to performance and fuel economy.

It was, in this case, a 1949 model and did 30-32 m.p.g. I have since obtained a later series which is an improvement, even on the 1949 model; it does 33 m.p.g. when cruising at 60 m.p.h. and approximately 34.35 m.p.g. at lower speeds, although oil consumption has been fairly heavy on both models.

Sheffield, 11.

W. C. MARSHALL.

A Healey with a Moderate Thirst

[65106.]—In view of the recent correspondence regarding petrol and tyre consumption, I must put in a good word for my 1952 Healey Tickford saloon. I always drive this car fairly fast and the following details of petrol consumption will, I think, speak for themselves.

On an overnight trip from Banff (N.E. Scotland) to Bromsgrove with two passengers, plus a baby and a lot of luggage, the average speed, excluding stops, was 45 m.p.h. and the petrol consumption was 28.2 m.p.g.

On a trip from Birmingham to London I had to go well into the City and on the return journey had a very fast run during which we recorded 100 m.p.h. on one occasion and 90 plus quite frequently; the petrol consumption was 26.6 m.p.g. Even when driving only round the City I can be sure of getting 25 m.p.g. and on a run I have got up to 29 m.p.g. which is, I think, very good considering the performance of this car. My first set of tyres were not replaced until they had covered about 20,000 miles and they were not completely bald even then.

Blackwell, Worcestershire.

J. F. GORDON.

ROAD SAFETY

An Absence of Emotion?

[65107.]—Under the heading "Midsummer Catharsis," the leading article in your issue of August 7 refers to certain remarks of the Archbishop of York and goes on to say that these were "inevitably followed by the usual crop of emotionally inspired 'remedies' for road accidents." Among those enumerated are the Guild's proposals for technical investigation in this field.

These proposals do not pretend to offer an easy solution to this problem, but suggest a procedure which, it is hoped, might lead to greater knowledge of the root causes of road accidents. Opinions will differ as to whether our scheme represents the best line of approach, but there would seem to be little justification for dismissing it out of hand as "emotionally inspired." Indeed, those who have studied the proposals—as interested organizations are invited to do—may well feel that your leading article displays the greater emotion towards a subject which already contains too much.

It is scarcely necessary to add that the proposals were prepared and submitted to the Minister of Transport a considerable while before the Archbishop made his suggestion.

J. G. ORR,
London, S.W.1. Assistant Secretary, Engineers' Guild, Ltd.

WINDOW CONVERSION

Details Required for Morris Eight

[65108.]—I am the owner of a 1938 Morris Eight four-seater tourer, and I would be interested to know if anyone has a better suggestion for the front screens; i.e., something that would perform rather like a winding window.

Taunton, Somerset.

D. W. PATTEN.

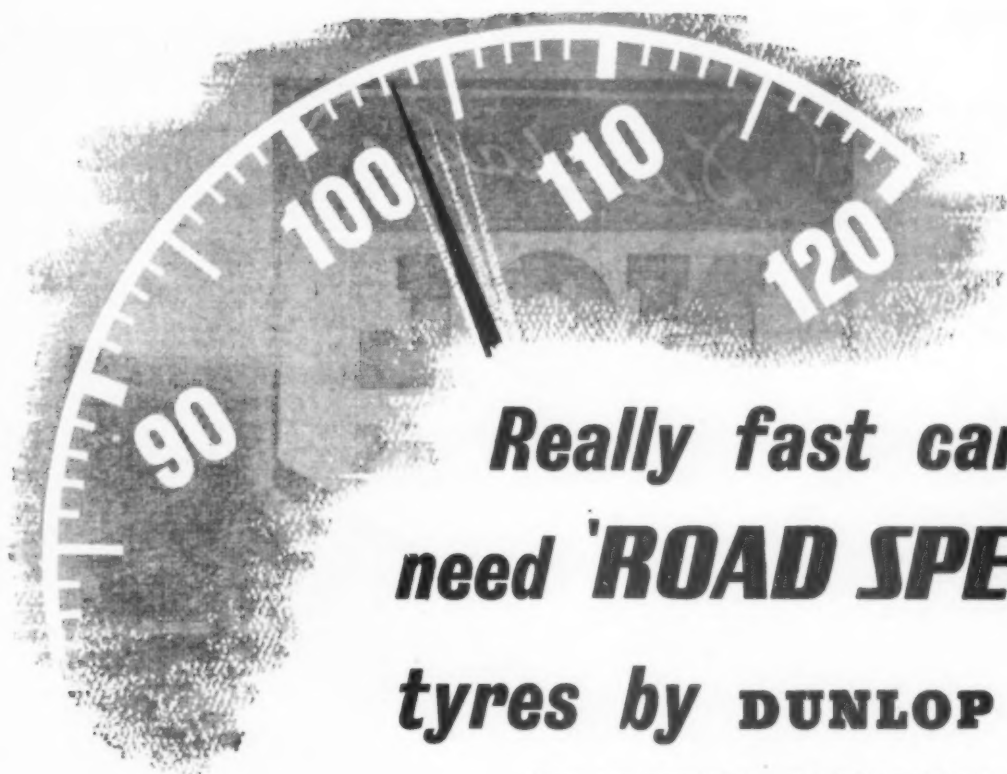


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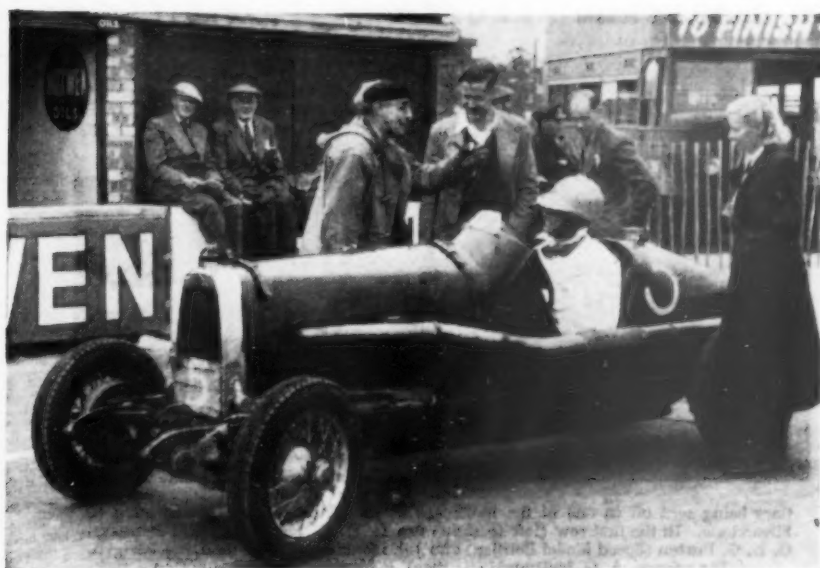
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RAZOR BLADE WINS HORSFALL TROPHY

P. L. D. Attwood is congratulated after winning the St. John Horsfall Trophy in the old Aston Martin Razor Blade by "Sammy" Davis, who was also successful with the car, in its earlier days.

MIXED BAG AT A.M.O.C. SILVERSTONE MEETING

IN weather which was changeable, the Aston Martin Owners' Club ran a good meeting at Silverstone last Saturday. It was the annual event in memory of that most notable club member, the late St. John Horsfall, and the main event was the St. John Horsfall Trophy, a handicap race over ten laps of the 2.5-mile 750 Car Club circuit. This was won by an appropriately historic car, the 1923 1½-litre single-seater Aston Martin "Razor Blade," driven on this occasion by P. L. D. Attwood.

The day began with a half-hour regularity trial and went on with two five-lap scratch races and two handicaps, run as heats for the final race of the day, itself a five-lap handicap. And apart from the main event there was a scratch race for sports cars of unlimited size and the David Brown Challenge Cup race, a team event. Once more P. Gammon got his M.G.-engined car round at an extraordinary speed to score an outstanding win in one of the events, while fastest man of the day was J. Swift, driving the sole Type-C Jaguar.

In the first event, the regularity trial, the 1929 Aston Martin L.M.4 of D. Edwards pulled off the main award, which was pleasing to the club, for there were cars of a wide variety of makes in the running. Second was an H.R.G. driven by R. C. Green, then came the two Morgans of B. Phipps and John Moore.

Heats for the five-lap handicap began with two very good scratch races run concurrently for 750 formula (pre-war Austin Seven) cars and Ford Ten-engined specials. They produced some fine racing, for the expected comfortable win for the very fast Lotus of Colin Chapman did not quite materialize. N. S. O. Allen, Chapman and P. A. Desoutter, all driving similar cars, had a fine scrap, taking the lead in turns, and when they finished Allen was fractionally in front of Chapman, with Desoutter a good third. However, Chapman, as the

Lotus constructor, had the satisfaction of seeing the three Lotus cars in the event finish first, second and third. In the 750 department the 1929 Austin of J. S. French, aptly nicknamed Simplicity Itself, won from C. T. Howse and R. H. Grimsley in similarly based specials.

Heat two was a really exciting handicap, with Gammon (M.G.) coming up through the field from scratch, on each lap striding past a number of cars. Apart from the fact that the car is driven so fast that it beats up XKs almost with impunity, the car in the hands of its owner is made to do seemingly impossible things on the corners, where it often passes two or even three cars at a furious pace. On this occasion it won the race from the limit man S. A. Mitchell (PA

M.G.) by about 100 yards. The final heat, another handicap, also produced an exciting finish, for the man most on top of his handicap seemed to be A. G. McDonald (Bentley), but it was touch and go whether he would, in fact, hold off the tuned-up Silverstone Healey of B. G. W. Haynes. At the finish he was still in front, but the two cars could scarcely have been closer.

Two ex-winners were included in the exclusively Aston Martin entry for the Horsfall Trophy race, C. Angell (2-litre coupé) and B. Baxter (2-litre speed model). There was also Peter Clark's blown D.B.2 (on scratch) and P. A. Everard's D.B.2, representing the current product. P. L. D. Attwood was limit man with Razor Blade, the extraordinarily narrow 1923 1½-litre.



One of the best finishes at Silverstone: N. S. O. Allen just beats A. C. B. Chapman and P. A. Desoutter. All were driving Lotus cars in the race run under the 1,172 c.c. formula.

RAZOR BLADE WINS HORSEFALL TROPHY . . . continued

Attwood and the car went really well in this event and soon after the start it could be seen that the rest of the field was not closing on him so very quickly. B. Fowler with his Le Mans model of 1933 vintage got into second place after two laps—before Clark had even been given the starting signal—and he pressed on after Attwood. But the gap was reduced only slowly, while Everard in the D.B.2 was moving through the field very smartly. Last year's winner, Baxter, did all he could, including a dicey moment on the grass at Woodcote, but he was no challenge this year.

Widely Spaced Field

After seven laps there were still only three cars on the same lap—Attwood, Fowler and D. Edwards. Edwards was driving L. L. Marr's 1929 1½-litre, and he, too, had a nasty moment at Woodcote. He passed R. P. S. Eve on the third lap to take third place and he went well to hold it to the end. Everard put in the fastest lap at 71.43 m.p.h., but he could not get among the leaders.

The scratch race for unlimited sports cars provided an easy victory for the Type-C Jaguar of Swift, but in this race it was extraordinary to see the way in which Gammon, who took second place, kept up so well. The event was particularly good for a race of this type, for not one car got left very far behind, and when they all went into a corner in a fast stream no one made any mistakes. It was really worth watching, and in the face of good opposition B. Baxter did well to take third place in his 2-litre L.M.C. special.

Lotus cars, the same three that had been seen in the first scratch race, took the David Brown Challenge Cup in the



Cars being sent off in one of the handicaps at the Aston Martin O.C. meeting at Silverstone. In the first row (left to right) are R. H. B. Mason (4½-litre Bentley), G. H. G. Burton (Speed Model Bentley) and John Moore, the limit man, in a Morgan. The winner, A. G. McDonald (Bentley), is immediately behind Mason.

team event, the drivers again being Chapman, Allen and Desoutter, and Simplicity Itself (J. S. French) won the final handicap, "beating" Swift's Type C and all other comers. It was an excellent day's sport, all of it well organized, and the week-end was rounded off with a *concours d'élegance* on the Sunday.

PROVISIONAL RESULTS

Regularity Trial.—1, 1929 Aston Martin 1.496 (D. Edwards); 2, 1948 H.R.G. 1.496 (R. C. Green); 3, 1952 Morgan 2.058 (B. Phipps). **5-lap Handicap.** **Heat 1:** 750 formula: 1, Austin 747 (J. E. French), 59.50 m.p.h.; 2, Austin 747 (C. T. House), 1.178 formula: 1, Lotus 1.172 (N. B. O. Allen), 65.81 m.p.h.; 2, Lotus 1.099 (A. C. B. Chapman). **Heat 2:** 1, M.G. 1.467 (P. Gammon), 71.88 m.p.h.; 2,

M.G. 1.096 (B. A. Mitchell). **Heat 3:** 1, Bentley 4.600 (A. G. McDonald), 68.92 m.p.h.; 2, Healey 2.443 (B. G. W. Haynes). **Final:** 1, Austin 747 (J. S. French), 57.62 m.p.h.; 2, H.R.G. 1.496 (R. C. Green); 3, Austin 747 (L. L. West). **St. John Horsfall Trophy:** 1, Aston Martin 1.467 (P. L. D. Attwood), 61.14 m.p.h.; 2, Aston Martin 1.495 (B. Fowler); 3, Aston Martin 1.495 (D. Edwards). **Sports cars, unlimited:** 1, Jaguar 3.442 (J. Swift), 75.65 m.p.h.; 2, M.G. 1.467 (P. Gammon). **David Brown Challenge Cup:** 1, Lotus (A. C. B. Chapman, N. S. O. Allen and P. A. Desoutter), 65.44 m.p.h.; 2, Austin 747 (W. E. Wilks, B. A. Manning and C. T. House). **Concours d'élegance.** **Class 1:** 1930 Aston Martin International (R. H. White). **Class 2:** 1935 Aston Martin Mark II (R. J. Stokes). **Class 3:** 1935 Aston Martin Ulster (I. J. Robertson). **Class 4:** 1937 Aston Martin Speed Model (A. V. Alexander). **Class 5:** Aston Martin DB2 (Sir C. Edwards). **Class 6 (associated members):** 1950 M.G. TA (S. P. A. Freeman), also prize for the best kept engine. **Ladies' prize:** Bristol 401 (Mrs. P. Lynami).

NINE HOURS TO COME

GOOD ENTRY FOR B.A.R.C. SPORTS CAR RACE TOMORROW

ALTHOUGH the absence of the Ferrari fleet—and in fact any of the Italian sports car *marques*—takes some of the pep away from the prospect of the nine-hour race at Goodwood, this Saturday, August 22, the fact that we shall see the leading British *équipes* racing from 3 p.m. far into the night is compensation enough. The chequered flag falls at midnight, and the car having covered the greatest number of laps will be declared the winner. In the over-2,000 c.c. class, the Le Mans winning Jaguar team—with drivers Stirling Moss and Peter Walker, A. P. R. Rolt and J. D. Hamilton, Peter Whitehead and Ian Stewart—is in open competition with the Aston Martin DB3s. The latter, of course, have a smaller engine capacity, but have shown amazing swiftness and reliability during events before and since Le Mans. Drivers for this *marque* are Reg Parnell and E. Thompson, Roy Salvadori and R. D. Poore, Peter Collins and Pat Griffith. From France, Harry Schell and Jean Lucas drive the Gordini, and from Scotland *Ecurie Ecosse* has entered two XK120C Jaguars. There is also the interesting Austin-Healey.

In the up to 2,000 c.c. class, the entry

of one German Porsche, driven by W. Buschmann, will probably prove formidable, but there is a strong Frazer-Nash contingent, led by Ken Wharton and F. R. Gerard, to say nothing of two Cooper-Bristols, in one of which the South American driver, Roberto Mieres, will share the wheel with Alan Brown.

Goodwood circuit, near Chichester, Sussex, covers 2.4 miles, and is ideal for an event of this sort. The B.A.R.C. have worked hard to present British spectators with the only "head-lamp" race series since the war. The course is open on Friday for practising; spectators are allowed to watch this free of charge. A pleasant little ceremony will take place before the race on Saturday; at 11 a.m. the President of the B.A.R.C., the Duke of Richmond and Gordon, will open a Brooklands Memorial Garden to commemorate the old Surrey track. This garden will be a living tribute to the motor racing years between 1907 and 1939, when so much of our time and thoughts were at Brooklands. It has been created by the Dunlop Rubber Company, and in the garden is a piece of the concrete taken from a section of the Brooklands "home

banking" at a point which only the fastest cars could attain.

On Saturday, admission charges to spectators are as follows: public enclosures, 7s 6d per person; transfer to stands £1 2s 6d; transfer to paddock, £1; car parks, 10s and 5s; motor cycles, 1s.

ENTRY LIST

Up to 2,000 c.c.—Bristol: T. A. D. Crook. **Cooper-Bristol:** J. Coombs and T. Sowth. A. Brown and R. Mieres. **Frazer-Nash:** K. Wharton, F. R. Gerard and D. A. Clarke. J. D. L. Melvin and F. J. Kenneth. H. A. Mitchell and P. Scott-Russell. G. Tyrer and P. B. Reece. J. R. Stoop and P. S. Wilson. **H.R.G.:** D. M. D. Blakey and A. Pindlater. **Kieft:** C. P. Hazlehurst and P. H. Thompson. **Lester-M.G.:** O. A. Ruddock and R. F. Peacock. **M.G.:** R. W. Jacobs and E. J. Haesendonck. **Porsche:** W. Buschmann and P. W. S. Pope. **Talbot:** F. C. Davis and I. Leston. **Reserve:** Frazer-Nash: W. B. Black and J. E. O. Fairman. J. Walton and D. Pitt. **Talbot-M.G.:** R. G. Bicknell and J. D. Habin.

Over 2,000 c.c.—Aston Martin DB3: R. Parnell and E. Thompson. R. Salvadori and R. D. Poore. P. Collins and P. Griffith. T. M. Meyer and P. Fotheringham-Parker. **DB3:** N. H. Mann and D. Lewis. **Alard:** R. A. Page and R. J. C. Marshall. **Austin-Healey:** J. Lockett and E. N. Rudd. **Gordini:** H. Schell and J. Lucas. **H.W.M.:** G. Abecassis and A. G. Whitehead. **Jaguar XK120C:** S. Moss and P. D. C. Walker. A. P. R. Rolt and J. D. Hamilton. P. N. Whitehead and I. M. M. Stewart. J. Stewart and J. Lawrence. N. Sanderson and R. Dickson. L. O. Johnson and H. L. Hadley. **Reserve:** Allard: A. M. H. Bryde and G. E. Thomas. **Darracq:** J. Goodhead and E. W. Cuff-Miller. **H.W.M.:** O. Moore and T. Moore. **Jaguar XK120C:** J. D. Swift and C. R. Heath. **XX120:** D. S. Boston and E. Protheroe.



International Car Race Meeting — Charterhall

15th August 1953

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2nd	H. H. GOULD	•	•	Cooper - M.G.*
3rd	D. B. BEAUMAN	•	•	Riley *

UP TO 2½ litre SPORTS CARS

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2nd	F. C. DAVIS	•	•	Tojeiro *

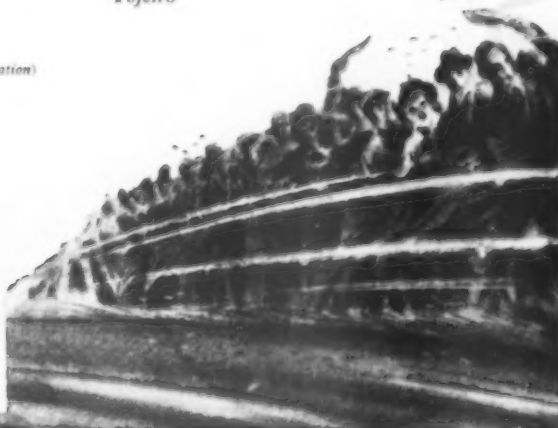
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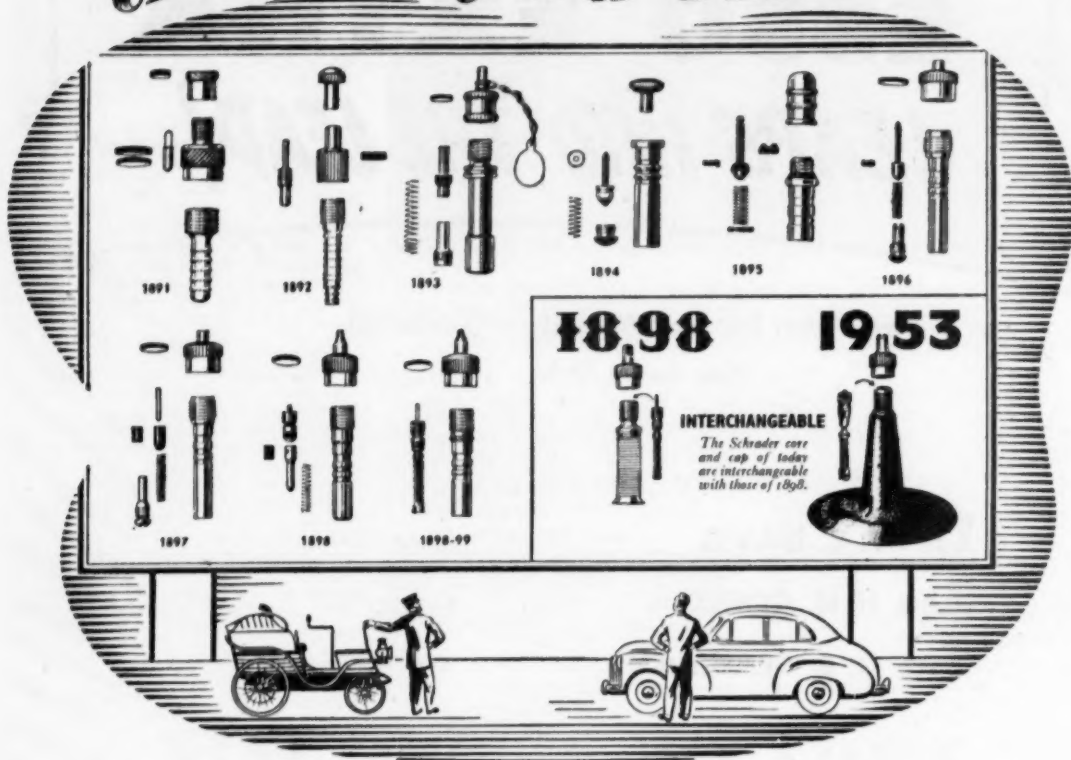
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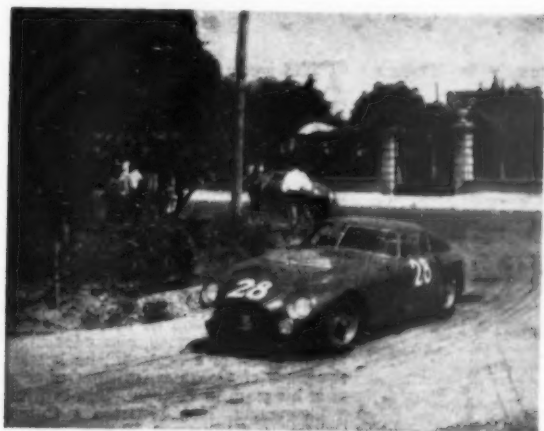
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In these two pictures of the Pescara sports car race are seen (left) the winning Ferrari saloon, driven by Mike Hawthorn, and (right) Peter Whitehead in his XK120C Jaguar, which was unfortunately forced out of the race with steering trouble when lying third after seven of the twelve hours had passed.

THE SPORT By J. A. Cooper

OULTON PARK AND CHARTERHALL • NUVOLARI • PESCARA

THE new circuit at Oulton Park is generally agreed to be a successful experiment, and it is to be hoped that the plans for extending the circuit to provide a lap of greater length will duly come to fruition in a reasonable space of time. Certainly, this circuit, like that at the Crystal Palace, emphasizes the difference between a genuine road course and a converted airfield; the former is always vastly superior, both from the point of view of the driver (who has natural landmarks to aid his judgment, and frequently interesting gradients to add to the test of his skill) and that of the spectator, who invariably has better viewpoints at his disposal and a far greater impression of speed and relative movement of the cars. Which all makes us realize once more just how much we have missed Donington Park since the war—ah, well. . . .

The Charterhall meeting was very interesting, and Wharton deserved to win both his races. Whether or not he could have beaten Stirling Moss in the fuel-injected Cooper-Alta in the formula 2 race is a matter for pure conjecture; he could not, I think, have overtaken Farina in the *formule libre* race had the Thinwall Special not lost its tune; but his driving, as usual, was an object lesson to the student. Although Bob Gerard did not have the best of luck, it was good to see him well up with the leaders for lap after lap, driving right up to the top of his form. Tony Rolt, too, showed his very considerable abilities to the best advantage; he would very probably have held second place to the end of the formula 2 race (as well as the *formule libre* race) had his Connaught

not suffered from a float chamber mishap. But why go on?—the Scots certainly had a good view of our best drivers at their best. It was a pity that the international nature of the meeting was not more in evidence; with the absence of Volonterio's Maserati because of a blown-up engine, the actual foreign element was restricted to Farina and the two Dutch Cooper drivers of the Lex Beels team. But with so many race meetings, both in this country and abroad, the big names in cars and drivers naturally tend to go to the highest bidders, for which they can hardly be blamed.

REGARDING the great Tazio Nuvolari, I have paid my tribute elsewhere in this issue; but his own contemporaries are even better qualified to evaluate him. This is what "Sammy" Davis wrote to me:

"I think that the thing we shall remember most of that gallant little man Nuvolari will be his essential friendliness.

"Small, wiry, very brown, there was something about him that attracted one immediately; in those somewhat harassing minutes before a race he seemed at first a lonely little man until you found that he was ready and anxious to talk if anyone who knew a language he understood could be found. Given that, and at once his whole expression would be changed by a most entertaining smile. Even when language was a bar he could do wonders with pantomime, and he appeared completely at home with mechanics, no matter what their nationality.

"But give the *Maestro* a car—no matter what make—and another man appeared. I followed him round in a Tourist Trophy race and was greatly entertained by his obvious enjoyment. He would grin

amiably when we had a bit of involved cornering together in the rain, and would never play tricks. He was almighty quick on corners, and he and his car went round as a unit.

"There may be other drivers as good, other men as famous; but to my mind there will never be anyone quite like him—more's the pity."



THE 12-hour sports car race at Pescara in Italy last Sunday was won by the works 4½-litre Ferrari driven by Mike Hawthorn and Umberto Maglioli, narrowly beating the record for the race set up last year by the Ferrari of Bracco



Hawthorn and Maglioli after their victory.

and Paolo Marzotto. There were 42 starters; the only representatives of Britain were the C-type Jaguar of Peter Whitehead and Duncan Hamilton, and the DB3 Aston Martin driven by Tom Meyer and Tony Gaze.

Throughout the first half of the race the winning Ferrari duelled with its team mate which was handled by Villoresi and Paolo Marzotto, but engine trouble put the latter

THE SPORT

continued

out during the seventh hour. Whitehead and Hamilton crept up through the field until, after seven hours, they were fourth behind Hawthorn, the Ferrari of the Portuguese driver de Oliveira (driving single-handed), and Musso's Maserati. Shortly afterwards the Jaguar passed the last-named to take third place, but then went out with steering trouble caused by a fractured chassis member. Both second and third men also fell out, and Hawthorn and Maglioli won easily from the Maserati of Mancini and Dalcin and the Ferrari of Sterzi and Cortese.

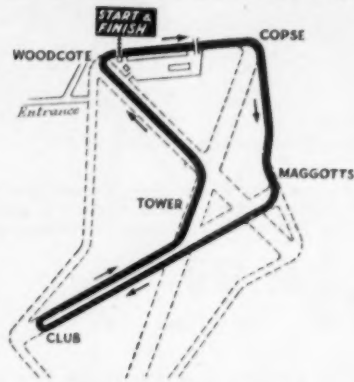
PROVISIONAL RESULT (lap distance 15.4 miles)
1. Ferrari 4,494 (J. M. Hawthorn and U. Maglioli), 950.45 miles covered, 79.87 m.p.h.; 2. Maserati 2,000 (P. Mancini and B. Dalcin); 3. Ferrari 3,000 (E. Sterzi and F. Cortese).

AMONG interesting recent tests at the Nurburgring have been those of a Mercedes-Benz 300SL saloon equipped with fuel injection, with which the firm have been conducting a series of trials of promising young drivers. Hans Klenk, who was in their team last year, unfortunately crashed badly, breaking his thigh and injuring his knee; among the others were Paul Frère, the Belgian driver, Hans Herrmann (winner of the recent 1½-litre sports car race at the same circuit with a Porsche) and Gunther Bechem. Also at the Nurburgring, the Lancia team has been busy practising for the forthcoming 1,000-kilometre sports car race there on August 29 and 30; Taruffi and Bonetto were among the drivers.

Developments have also been taking place in Eastern Germany, in the Soviet zone, which sound interesting. There has for some time been a mysterious group called the *Rennkollektiv* (racing co-operative, roughly) which has produced and raced some B.M.W.-based specials. This has now been merged with the experimental department of the E.M.W. concern, the company now operating the original Eisenach factory of B.M.W., and together they are said to be producing a new car for next year's formula 1 races. The government of Eastern Germany is alleged to be providing financial backing; the project will be managed by Dipl. Ing. Walter Gerstenberg, and among the probable drivers are Arthur Rosenhammer (also the technical consultant) and Edgar Barth, both of

whom have raced recently in Western Germany and at Avus.

THE Aston Martin O.C., at their St. John Horsfall meeting last Saturday, became the first club to run races over the experimental club circuit devised by Holland Birkett for the 750 M.C. six-



The revised version of the Silverstone club circuit.

hour relay race which is scheduled to take place on August 29. This is longer than the normal club circuit (2½ miles against 1.6), and includes three left-hand bends and four right-hand, a pleasant balance. Although the surface of one of the runways used is perhaps a bit rough, the experiment seems to have been a successful one, and the general opinion after the A.M.O.C. event was favourable; it will be interesting to see the results achieved in the 750 M.C. event, always one of the most amusing races held in this or any other country. The entry list for this event has now been heavily over-subscribed; the only shortage from which the organizers are suffering at present is that of marshals. Volunteers forward, please, to Holland Birkett, 3, Pondtail Road, Fleet, Hampshire.

HEARTY congratulations to Desmond Scannell, popular secretary of the B.R.D.C., and his wife, Joan, on the birth of a daughter, Deirdre Ann. Joan Scannell is usually to be seen in efficient charge of the race control office at B.R.D.C.-organized race meetings; so it is obvious that before very long an apprenticeship scheme will be in force in the Scannell équipe.

ENTRIES for the London M.C. London Rally have been coming in so well that at the beginning of this week more than 220 had already been received; the closing date is not until August 29. Among the entries already in hand are those of an official Sunbeam Alpine team of three cars. The rally will be run on September 11 and 12.

THIS weekend in this country sees the nine-hour race for sports cars at Goodwood, full details of which are given on page 252. At Silverstone tomorrow the Half-Litre Club holds its annual meeting, the programme for which includes the 100-mile formula 3 race, always an interesting event; entries for the meeting total 68, so full fields are assured.

The Swiss Grand Prix takes place on Sunday, and should once more be a Ferrari-Maserati duel with incidental accompaniment (or noises off) from Gordini, H.W.M. and the rest. One interesting sight will be that of Hermann Lang, famous German Mercedes driver, at the wheel of a Maserati; he is taking the place of Gonzalez, still out of action after his crash in Portugal. Bira is driving a Connaught, Ken Wharton a Cooper-Bristol, and Duncan Hamilton, Lance Macklin and the Swiss driver Albert Scherrer the three H.W.M.s.

Sunday also sees the start of the Liège-Rome-Liège rally, which this year has attracted 109 entries. The only British entry is the Jaguar XK120 coupé of Arthur Slater and Peter Bolton, but other Jaguars, Aston Martins, M.G.s and a Morris Minor are in the lists with Continental drivers. Johnny Claes, a previous winner, has this year entered a *Gran Turismo* Lancia Aurelia, and among the drivers of other similar cars are the Alpine trial winners, the German drivers Polensky and Schluter.

CLUB NEWS

Alvis Register.—In conjunction with the Alvis Owners' Club and the Lea-Francis Register, a driving test meeting will be run at Whelpley Hill, near Bovingdon, Hertfordshire, on Sunday, September 27. The entry of the vintage Lea-Francis cars should provide some keen competition with their old rivals, the Alvis 12-50s. From each of the three clubs, 16 entries will be accepted. The tests are arranged to give the different models a chance to prove themselves; organizers stress that there will not be so much reversing as there was during the last meeting. First test starts at 11 a.m. (Entries close September 19; N. H. Johnson, 399, Ley Street, Ilford, Essex.)

Southern Jowett C.C.—Jowett cars and their drivers will have an outing on Sunday, September 13, when a rally is being organized over a 50-mile road course. It will consist of a road navigation test with driving tests scattered along the route. Classes cater for open and closed cars, up to 1,500 c.c., and over 1,500 c.c. Start is from Halstead, Essex, at 10 a.m. (R. Knight, 390, Hoe Street, Walthamstow, London, E.17.)

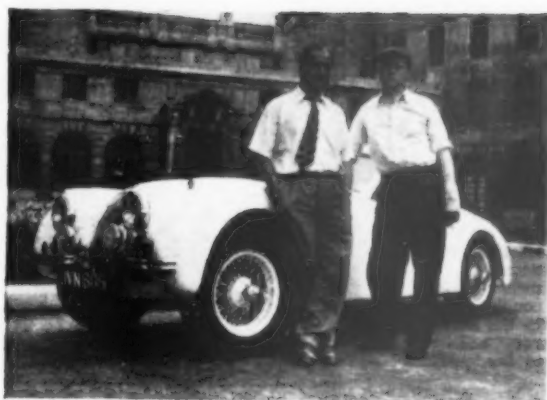
Sporting O.D.C.—Competing cars in the driving tests at the London Gliding Club's premises, near Dunstable, Bedfordshire, on August 9, varied from a Bedford Utility, driven by John Bassett, to a vintage 3.3-litre Bugatti. A timed hill-climb, incorporating a stop and restart test on a gradient of about 1 in 4, finished the day's sport. Winner of the entire event was A. M. Norris, driving his Austin Seven Spl; runner-up was W. P. H. Lockhart, in a Citroën Light Fifteen; Alan Moore (Ford V8) took third place.

Hants and Berks M.C.—Those wanting to enter in the annual Night Navigation Rally, on October 3-4, should get into training for it now. As last year, this is an experts' event. Newcomers to night navigation would do well to enter first in some preliminary events before tackling this one. However, for the less hardy expert, the club runs a kinder night rally in December. The Johns and Bulmer families are the principal plotters for the October event. Ordnance Survey one-inch map 169 will be an essential part of the navigator's equipment.

COMING SHORTLY

- AUGUST 22.—B.A.R.C. International Nine-hour Race, Goodwood, near Chichester, Sussex, 3 p.m.
- 22.—Half-Litre Club. 100-mile Race, Silverstone, Northamptonshire, 2 p.m.
- 23.—Swiss Grand Prix, Berne, Switzerland.
- 27-30.—Stella Alpina, Italy.
- 29.—Midland A.C. International hill-climb, Shelsley Walsh, 1 p.m.
- 29.—Seven-Fifty M.C. National six-hour handicap relay race for sports cars, Silverstone, Northamptonshire, 1 p.m.
- 29-30.—Sheffield and Hallamshire M.C. Rally of the Dams.
- 30.—Cadours race, France.
- 30.—1,000 kilometre Sports Car Race, Nurburgring, Germany.
- 30.—B.M.W. Car Club. Scavenge hunt, Chequers Hotel, Horley, Surrey, 2.30 p.m.
- 30.—A.C. Owners' Club. Point-to-point, Phoenix Hotel, Hartley Wintney, Hampshire, 10.30 a.m.
- 30.—Vintage S.C.C. Hill-climb, Prescott, near Cheltenham, Gloucestershire, 12.45 p.m.

Arthur Slater and Peter Bolton with their fixed-head Jaguar XK120 coupé — the sole British entry in the Liège-Rome-Liège rally which starts on Sunday.



Allard O.C.—Honorary secretary is now Dr. Desmond MacCarthy, 24-28, Clapham High Street, London, S.W.4, to whom all correspondence concerning the club should be addressed.

Coventry and Warwickshire M.C.—There is an open meeting on Monday evening, September 7, at the City Arms hotel, Earlsdon, Coventry. A film show will be held, including a new Castrol film, *Round the T.T. Course with Geoff Duke*.

Mid-Surrey A.C.—The 200 Rally is the club's most ambitious event of this type since the war. It will start in the evening of September 19 from three points, Brighton, Gosport, and Ewell; the course, through Hampshire, Surrey and Sussex, finishes at Brighton. First competitor is due to arrive there at about 8 a.m. on the Sunday, September 20. From the three starting points, competitors converge upon Liphook, Hampshire; there will be three main controls. Scheduled average speed is 20 m.p.h. Entries will be divided into the following classes: up to 1,250 c.c., 1,251 to 2,000 c.c., over 2,000 c.c., open and closed, supercharged cars. Invited clubs: Brighton and Hove, Gosport, Riley, Civil Service, Singer, A.C., Haslemere. (Entries close August 28; Mrs. O. Richmond, 154, Wickham Avenue, North Cheam, Surrey.)

Herefordshire M.C.—There was a varied entry for the driving test meeting and road rally on August 9, varying from quite elderly Austin, Ford and Morris saloons, to open M.G.s, Morgant and a brand-new Dellow. Several of the tests were similar to those used in the big club rallies. One of the most interesting involved the driver's judging from a distance the narrowest possible gap into which it was possible to drive his car—useful practice for driving about Hereford's narrow lanes. The divergence of opinion varied from a gap of two inches to nearly a yard. A tea party finished the event, at the Bull Hotel, Presteign, where the following results were announced:—

Open cars: 1, Morgan Plus Four (A. L. Yarranton); 2, Ford Spit (J. Hawkesworth); 3, Dellow (A. E. Marsh). **Closed:** 1, Austin A90 (E. J. Read); 2, Jowett Javelin (C. W. F. McKean); 3, Ford Ten (J. P. Taylor).

Tunbridge Wells M.C.—Owing to insufficient entries, the rally and *concours*, which was to have been held on August 15, has been postponed until September 19.

Aston Martin O.C.—Another meeting at Snetterton: the programme will include high-speed trials for sports and touring cars, scratch races for sports cars and an open sports handicap, races for formulae 2, 3, and libre, and an Aston Martin handicap for the Elwell-Smith Trophy. The date is September 12. Invited clubs: Bentley, Half-litre, B.R.D.C., West Essex, Eastern Counties, Bugatti, M.C.C. (Entries close August 31; Dudley Coram, Room 25, Condon House, St. Paul's Churchyard, London, E.C.4.)

Chiltern C.C.—One of the most picturesque of the year's *concours d'élégance* is that staged in the old High Street of Amersham, Buckinghamshire. It will be held again this year,

on September 6; judging starts at 2.15 p.m. This event caters for all types of car, from the venerable veterans and Edwardians to our most modern stars on wheels. There are also the Vintage models and cars manufactured in the inter-war years. Even the home-constructed special is represented, having a class of its own. In the judging of the *concours* all aspects of the cars will be taken into account—the general lines of the coachwork, body design, interior and exterior condition, age, comfort, original list price, equipment, luggage accommodation, mechanical cleanliness. A sports car is, of course, not expected to boast so much luggage space as the family saloon, but a higher degree of mechanical finish and detail may be expected. Run concurrently with the *élégance* competition will be the separate one for pride of ownership. For this, the main points of consideration will be care and ingenuity in detail work; special fittings or modifications will be judged not necessarily by the money expended on them, but by the thought and labour that have gone into the maintenance of the car. One of the special awards is the Raymond Way Cup, presented to the entrant of the finest Ford car, irrespective of type or class. Entries for inclusion in the programme and at normal fees close on August 26; late entries will be accepted until 2 p.m. on September 6. Secretary of the meeting is S. H. Statham, Devonshire Close, 39, Devonshire Street, London, W.1.

Leicestershire C.C.—The Bowmaker Trophy Trial, to be run on September 5-6, is a main road night trial, starting from Rutland Street, Leicester, at 11 p.m. Covering about 170 miles, the course will finish at Llandudno, where breakfast is arranged. Scheduled average speeds vary from 20 to 30 m.p.h.; there are the usual main and secret checks en route. (Entries close August 31; O. F. Williams, 73, Ashleigh Road, Leicester.)

Riley M.C.—The London Centre is organizing a marquee with running buffet and licensed bar at the Goodwood nine-hour race, August 22. All club members and friends are invited to use these facilities; entrance tickets, at 2s 6d each, are obtainable from E. B. Williams, 55-56, Pall Mall, London, S.W.1.

B.M.W. Car Club.—A scavenger hunt, open to members and friends, starts from the Chequers Hotel, Horley, Surrey, at 2.30 p.m. on Sunday, August 30. Finish is at Berwick, Sussex. On their way there for tea, competitors have to search for a list of items.

The proposed club visit to the B.M.W. factory, in Munich, has been cancelled for this year. It is hoped that early in 1954 it will be possible to make arrangements for a similar pilgrimage.

King's Lynn and D. M.C.—This club was formed in January, and caters for enthusiasts living in West Norfolk and the Fens. Membership is now over 100. Honorary secretary is J. B. Clarke, 85, Gayton Road, King's Lynn, Norfolk. On the first Wednesday of each month members meet for a noggin and natter at the Black Horse, Castle Rising, King's Lynn.

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IN BRIEF

Before providing for taxation the profit of the Bowden group of companies for the twelve months ended March 31 was £91,735, compared with £78,684 previously.

Mr. Edward Player, managing director of Birmid Industries, Ltd., has joined the board of the Midland Motor Cylinder Co., Ltd. Mr. Harold H. Hopkins and Mr. Robert S. Waterhouse have also become directors.

Mr. H. W. Higgs, managing director of the Forest Road Garage Co., Ltd., of Coalville, Leicestershire, died suddenly while on holiday in Switzerland. He was 60, and the only surviving founder member of the company. His widow is a director.

The City of Bristol planning and housing committee has agreed provisionally to lease warehouse accommodation at Stokes Croft to the Michelin Tyre Co., Ltd., for 21 years. The lease would be for the purpose of building a new warehouse.

A list of steel inserts for worn piston ring grooves is now available from Hepworth and Grandage, Ltd., St. John's Works, Bradford, 4. All the inserts listed can be supplied from stock. The firm is responsible for the manufacture of products under the trade name of Hepolite.

Dividend on the ordinary shares of the Triplex Safety Glass Co., Ltd. for the twelve months ended June 30 is 15 per cent, as before. Not including subsidiary companies, Triplex made a profit of £200,144 before tax, compared with £247,515 previously.

A syllabus of short training courses is available from Automotive Products Co., Ltd., Tachbrook Road, Leamington Spa, Warwickshire. No charge is made for the courses, which deal with Lockheed and Borg and Beck equipment. Their length varies from one to four days.

A new "degreasant" has been introduced by Jenolite, Ltd., 43, Piazza Chambers, Covent Garden, London, W.C.2. It is an emulsion type which may be used in the concentrated form or in warm water. It is claimed to be especially

effective when applied with a stiff brush. One of its main purposes is for cleaning the underneath of motor vehicles, from which layers of caked mud and dirt, as well as rust, are said to be speedily removed.

It is with regret that the death is recorded of Mr. Harvey Gray, a director of the Wimbledon Motor Works, Ltd. The funeral took place last Saturday at Mortlake, Surrey.

Mr. W. Bowden has been appointed group chemist by the British Tyre and Rubber Co., Ltd. He is succeeded as works chemist at the company's Leyland (Lancashire) factory by Mr. W. Glover. Mr. C. H. Holyoak is now group works accountant, and Mr. H. Ackers is deputy works superintendent at Leyland.

The distributor in Belgium for the Universal Dampers organization is S. E. Myrans, 14, Quai des Recollets, Ghent; it is stated that both Rotoflo and Telflow dampers are proving very successful in dealing with Belgian pavé. They have been fitted to British, Continental and American cars of various makes.

Students from the Chelsea College of Aeronautical and Automobile Engineering took 30 per cent of all the first-class passes in the recent City and Guilds examination for motor vehicle technicians. The percentage of passes achieved by the total entrants was 50.3, while the percentage of passes achieved by students from this college was 69.5.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16707. 1936 Two-Cylinder Jowett. "I.M.C.W."—All possible information and handbook.

No. 16708. Fiat 500. "R.H."—Hints on fitting Ford Eight or Ten engine.

No. 16709. Riley Nine. "C.A.B."—All possible information regarding the 1929 Brooklands engine and 1934-35 Monacc chassis.

No. 16710. 1947 Triumph 1800 Roadster. "H.M.C.G."—Performance data and general information.

No. 16711. 1949-50 Austin Sheerline. "W.E."—Information as to fuel consumption and general reliability.

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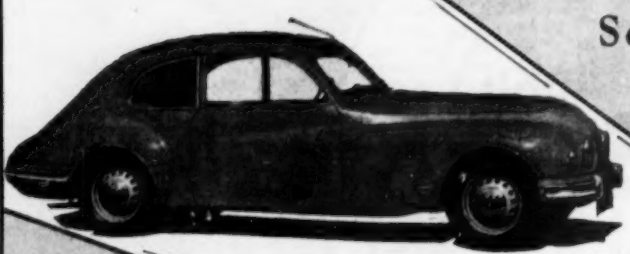
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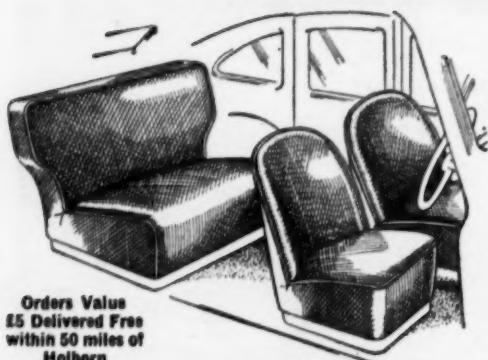
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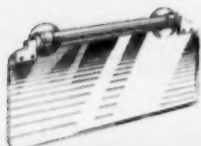
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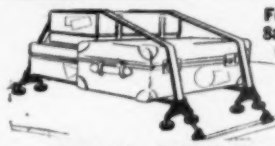
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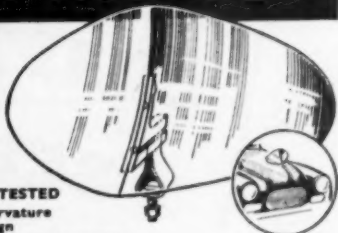
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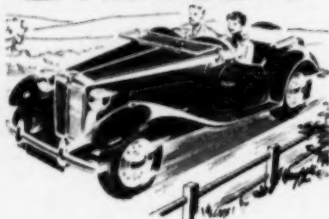
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1948 Chevrolet de luxe estate car, 35,000 miles, one private owner. £1,075.

1948 Cadillac convertible, all power operated, hydramatic, low mileage; £1,775.

48 Kensington Court, W.8. Western 6015. [C4036]

AMERICAN CARS

JOE THOMPSON (MOTORS), Ltd. offer:—

RHD 1952 Buick 4-door saloon.

RHD 1952 Chrysler 4-door saloon.

RHD 1951/2 Chevrolet 4-door saloon

1949 Packard 4-door saloon, blue, radio and heater.

RHD 1947 Buick Super 4-door saloon.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., S.W.3. Kensington 4658. [C4028]

CAMDEN MOTORS offer the following American cars:—

RIGHT-HAND drive Hudson Commodore four-door saloon, 1948 model, all extras.

RIGHT-HAND drive Studebaker Champion 22hp four-door saloon, 1946 model, overdrive, etc.

RIGHT-HAND drive Studebaker Commander 26hp Land Cruiser, 6-seater saloon, 1947 model.

BUICK Super Eight six-seater saloon, 1949, practically unused since new.

RIGHT-HAND drive Pontiac Silver Streak saloon, 1940, radio and heater.

RIGHT-HAND drive Hudson 16.9hp drop head four-door coupe, 1939.

RIGHT-HAND drive Hudson 22hp drop head four-door coupe, 1939.

RIGHT-HAND drive Chrysler Royal 28hp six-seater saloon with overdrive, 1939.

FOR further details of these and other American cars:—

CALL, write or phone—Camden Motors, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. [C1035]

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3586. [C1027]

1948 Studebaker Commander convertible, electric hood, overdrive, radio, hill-holder, blue with brown leather, 16,000 miles, one owner, as new; £995.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 1444. [C2021]

American Cars Wanted

ATTENTION!

SIMPSON'S, The American Car Buyers, require all American cars—Wembley 8691/3903. [W4015/R]

POST-WAR American cars wanted.

REG. TIMMS (MOTORS), Ltd., 17-19, High St., Tooting, Beds. Tel. 31. [W4064]

AERICAN car wanted for cash.—Valentine 4674, before 10 a.m. [W2018]

JOE THOMPSON (MOTORS), Ltd., buyers of American cars.—97, Fulham Rd., S.W.3. Kensington 4658. [W4028]

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Frenantle 5471. [W3064]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3586. [W3027]

ARMSTRONG SIDDELEY

GE

1949 Series 15.7hp Armstrong Siddeley Lancaster de luxe saloon, with sliding roof; total recorded mileage 27,000; finished superb as original, royal blue coachwork, chromium bright fittings, finest quality blue leather upholstery, carpets to tone, polished facia panel and fillets; equipped pre-selector gear box, adjustable steering column, sprung steering wheel, twin passlights, twin tone horns, built-in jacks, sun visors, concealed ashtrays, electric clock, etc.; just fully serviced throughout, the finest Lancaster we have ever handled; written guarantee; 559s; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amersbury Lane, Harpenden, Herts. Harpenden 118. [C2000]

P & J

PASS & JOYCE, Ltd. (London and district distributors) offer:—

1951 Armstrong Siddeley Whitley saloon, black; £975; one week's free trial, guaranteed; deferred terms available.

A new standard six-work 2.3-litre chassis, coachbuilt bodies in metal and polished hardwood, fully upholstered, disappearing bench seat to rear, load carrying four area 6ft long x 4ft 6in wide, most attractive looking vehicles; demonstrations gladly arranged; also deferred terms if desired; 6 only available, price each £1,145 including purchase tax.—184, Gt. Portland St. W.1. Museum 1001. [C3059]

DICKS

1947 Armstrong Hurricane drop head four-seater coupe; immaculate condition, hood a little shabby; £450.—Below.

1937 Armstrong Siddeley 14hp saloon, carefully used; £195.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1946-7 Armstrong Lancaster saloon, exceptionally clean and carefully maintained, recently fitted with reconditioned engine; 479s.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

HURRICANE, reg. Nov. 1949, recently overhauled, excellent condition; offers.—344, Manchester Rd., Over Hulton, 340. [7657]

1946 Armstrong Typhoon 2-door saloon, blue and blue leather, taxed; £450.—WORKER MOTORS (Maybury Hill), Ltd., Woking 1528. [C4055]

ARMSTRONG SIDDELEY

BARGAIN, 1951 Armstrong Whitley saloon, blue, price leather, fitted H.M.V. radio and heater, this car in perfect condition and immaculate interior; £715.

DOUGLAS CAR SALES, 805-822, Great Cambridge Rd., Enfield, Tel. Enfield 3150. [C1015]

£185 1937 Armstrong 17hp sports saloon, excellent condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

1948 Armstrong Siddeley Typhoon sportsman fixed head saloon, black, brown leather, fitted Bedford cord loose covers, heater, spotlight, etc., speedometer 34,000, in lovely condition; £575, trade enquiries welcomed.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036]

1951 (June) Armstrong Lancaster saloon, finished in black with brown hide upholstery, radio and heater, one owner since new, in superb condition, £850.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007]

£395 1940 Armstrong 17 full limousine with division, 3-seater occasional seats, privately owned and genuinely immaculate.—Below.

£385 1940 Armstrong 16 sports saloon, similar engine to post-war Hurricane, no one locates at this vehicle could possibly believe it's 13 years old.—Below.

245 1937/8 Armstrong 14 saloon de luxe, bodywork like new, interior leather upholstery, unrepeatably bargain; 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

CAMDEN MOTORS for Armstrong Siddeleys—16hp Hurricane drop head four-seater coupe, 1951 model and registered, a genuine one owner car of 16,000 miles and in quite immaculate order throughout, manual synchromesh gear box, heater, etc., offered at £500 below its original cost a little over 2 years ago, at only £695.

CAMDEN MOTORS for Armstrong Siddeleys—16hp Hurricane drop head four-seater coupe, June, 1947, fitted reconditioned engine just 12 months ago (16,000 miles), original maker's finish, good hood and tyres, heater, fog and pass lights, Nu-way mats, etc., a nice car, £725.

CAMDEN MOTORS for Armstrong Siddeleys—Whitley 4-light saloon, October, 1951, late property wealthy Midland industrialist, this car has been driven and maintained since new, fitted radio, heater, screenwash, Kar-rote seat covers, etc.; £595.

CAMDEN MOTORS for Armstrong Siddeleys—17hp limousine, 1939, in truly remarkable condition for a pre-war car, less than three months ago the whole car was completely stripped down, engine dismantled, rebored, new pistons, remanufactured bearings, reground crankshaft, etc., other units overhauled or replaced were as follows: front axle, steering assembly, road springs and shock absorbers, manifold, starter unit, dynamo, brake assembly, gear box, etc.; all bills and complete schedule of work being available, general appearance is excellent, wide occasional, division, etc., the whole car being in condition to give a really magnificent term of service; £395.

CAMDEN MOTORS for Armstrong Siddeleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1951 (July) Armstrong Siddeley Hurricane coupe, genuine mileage 16,000, one owner, taxed, colour beige with wine leather upholstery, indistinguishable from new; £775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3481-2. [C3011]

1950 Armstrong Siddeley Whitley saloon, black and chromium with brown leather, radio and heater, beautifully maintained car, thoroughly recommended; written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 5400. [C2001]

1937 model Armstrong Siddeley 25hp 7-seater limousine with partition and tip-up seats, coloured black with leather throughout, good tyres, engine reconditioned throughout with reground crankshaft, very suitable car for hire work; £295; in excellent condition; exchanges considered and hire purchase terms arranged.—Herbert Robinson, Ltd., Regent St., Cambridge. Tel. 4461. [C5053]

£595 1949 Armstrong Siddeley Lancaster 4-door saloon, first-class mechanical condition, bodywork very nice throughout, manual rear box, heater, spot lights, etc., grey with blue leather, 3 months' written guarantee, free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.3 (junction of North Circular and Gt. North Rd.). 3 minutes trolley E. Finchley Tube, Finchley 0052/53. [C4065]

LIMOUSINE, 18hp/1951, partition, forward occasional, black, mileage 9,000, privately owned, opportunity, £1120. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C10066]

Armstrong Siddeley Cars Wanted

C

M

THE CART MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [C1017/R]

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

ARMSTRONG in good condition for cash.—Tel. WOODLAND 2098 or 4674. [W2018]

KIRKWOOD CARS buy pre-war Armstrongs.—78, Streatham Hill, S.W.2. Tulse Hill 1268. [W2037]

CASS'S MOTOR MART require carefully used Armstrong Siddeley—Euston 4110 and 3523. [W1040]

7-SEATER privately owned 1938/39 Limousines required, also 18hp 1951/52 cash waiting. A. & S. 2 Providence Court, North Audley Street, Mayfair 2941. [W1006]

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [C0857]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Cars Wanted

MARETON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. 81a. 8000. Seven Sisters Rd., Tottenham N.15. 10183/R

H. F. EDWARDS urgently require good Armstrong Siddeley for immediate cash, distance no object, details please to—28, Upper High Street, Epsom, Surrey. Tel. Epsom 3400. (W2001)

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.
ARMSTRONG SIDDELEY owners, complete over-hauls, service, 48 hours exchange engine service; prompt guaranteed work by specialists.
PRESSELECTOR gear boxes, exchanges, reconditioning.
Arcot, Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. (0644/R)

HENLYS, Ltd., Cheetham Hill Rd., Manchester, S., have large stocks of spares; reconditioning of cars and preslector gear boxes undertaken.—Tel. Deansgate 6216-7. (0602/R)

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town, Tel. Gul. 4141. (0760/R)

ASTON MARTIN

METCALFE & MUNDY, Ltd.
ASTON MARTIN DB, specially prepared for the Spa 24 hours, terrific performance with very economical upkeep.—290, Old Brompton Rd., S.W.5. Frenham 5471. (C3064)

BROOKLANDS: Aston Martin Distributors.
BUY or sell your car at
103 New Bond St., London, W.1. Mayfair 8351. (C1029)

ASTON MARTIN International 1932, good condition, taxed and insured, offers.—Hornchurch 5057. (7457)

1935 Aston Martin Mk. II long chassis, above average condition.—Hillingdon Motors, Uxbridge 412. (C2062)

1953 DB2 Aston Martin, bronze, red leather, immaculate, 5,000 miles, £2,375.—Tel. Kingston 4451. (7769)

ASTON MARTIN 2-litre d.h. coupe, finest specimen in the country, late titled owner, H.M.V. radio, £475.—Value Cars, 362, Upper Richmond Rd., S.W.14. Prospect 7520. (7568)

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. (0197/R)

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.
ASTON MARTIN main dealers.
SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. (0198/R)

AUSTIN SEVEN

ROY'S offer: 1937 Austin 7 2-seater, good; £39 deposit, 25/- p.w. 18 months.
ROY'S offer: 1939 Austin Big 7 4-door saloon, good, £165, h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. (C3059)

£125.—Austin 7 Special, attractive sports body, all new throughout.—179, King's Rd., Kingston, Surrey. (7655)

1938 (June) Ruby saloon, really excellent condition, £200 o.n.o.—Edge, Sunnyside, Aston-on-Clun, Craven Arms, Shrops. (Tel. 3173.) (7515)

£225.—1939 Austin 7 Ruby de luxe saloon, one owner, a very nice economical little car; £75 down; also 1935 Austin 7 de luxe saloon, £150.—Bry Motors, 189-194, West End Lane, N.W.6. Hampstead 6490. (C1024)

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN A30

1953 Austin A30 saloon, grey, heater, loose covers, taxed, 1,700 miles only; £595.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea, Fla. 7345. (7295)

1953 Austin A30 saloon, cream, red interior, mileage 115, heater, taxed; £595.—Miles Motors, 60, High St., Uxbridge, Middlesex. Uxbridge 125/2867. (C3070)

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN EIGHT

1947 Austin 8 saloon, black, good condition; £345. MAGDALE MOTOR, 311, Trinity Rd., Wandsworth Common, Battersea 5573. (C3005)

1947 Austin 8 4-door saloon, blue leather upholstery, one owner; £350. MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.3. Col. 8092. (C3004)

1938 Austin 8hp saloon, colour black, excellent condition; £200; see also our advert on page 39. PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. (C3038)

GUY ALFRED & Co., Ltd.—1947 Austin 8 saloon, 6-7, Warren St., W.1. Euston 3266. (C1005)

1947 Austin 8 4-door de luxe saloon, one owner; £375.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

1947 Austin 8 saloon, 28,000 miles, immaculate condition; £395.—44-45, Upper Richmond Rd., East Sheen, S.W.14. Tel. Prospect 4424. (7575)

1947 Austin 8 4-door saloon, excellent condition, £350; exchanges, terms.—Palmer & Russell, Gardens News, Kensington, W.14. Park 9704. (3054)

AUSTIN EIGHT

1946 Austin 8 4-door de luxe saloon, black, one owner; £350 or £120 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1947 Austin 8 4-door de luxe sun saloon, black, brown leather, in superb condition, taxed year; £385.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

Austin Eight Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. (0952/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN TEN

DICKS.
1940 Austin 10 saloon, same as post-war, a bargain; £295. DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6886-9. (C1072)

RAYMOND WAY, of Kilburn.
RAYMOND WAY, the hire-purchase specialists.
1936 Austin 10 Lichfield saloon, original blue black cellulose, leather interior, very sound mechanically, 2 owners only; 1698ns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors, part exchange on your present motorcycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) (C4047)

W. J. BROWN, Ltd.
1946 (July) Austin 10 saloon, black with brown leather, very well maintained and much above average. £405. W. J. BROWN, Ltd., Established over 30 years. Pinchley Rd., N.W.3. Hampstead 4414. (C1025)

339 Austin 10, one owner, excellent condition; £395. MAGDALE MOTOR, 311, Trinity Rd., Wandsworth Common, Battersea 5573. (C3005)

1935 Austin 10, good condition; £125.—6, Rodmarn Mews, Dorset St., W.1. Welbeck 3411. (C2066)

1947 Austin 10 saloon, excellent throughout; £425. Autowork, Ltd., Winchester, Tel. Winchester 4834. (C1018)

£225.—1937 Austin 10 Cambridge de luxe saloon, one owner, 5 unworn tyres, taxed year; £75 down.—Below.
1935 Austin 10 4-door saloon, good runner; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

£395!!!—1946 series Austin 10 saloon de luxe, immaculate inside and out; 3 months guarantee; hire purchase, exchanges.
L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). (C2052)

1938 Austin 10, in extremely good condition, £250. Ace of Spades, Great West Rd., Hounslow 5476. (Costerley Station Tube.) (C2050)

1938 Austin 10, black, brown leather; £225.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

1938 Austin 10 Cambridge saloon, very good condition, taxed year, private; £250, any trial no offers (buying larger).—Tel. Popesgrove 7740. (7464)

1946 Austin 10 4-door saloon, black, brown leather, low mileage, carefully used, guaranteed; £405.—Kings Motors, 1, High St., Hounslow, Tel. 5552. (C2049)

1937 Austin 10, complete engine overhaul, new shock absorbers and tyres, bills available, interior and exterior good; £220.—66, Crestview Drive, Petts Wood, Kent. (7463)

£160.—Austin 10 Lichfield saloon 1935/6, excellent condition throughout, consider part exchange Rover 12—Thomson, Ivechester Hotel, Ilchester, Somerset. (C2070)

ROY'S offer: 1939 Austin 10 saloon, loose covers, etc.; £265, h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. (C3059)

Austin Ten Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. (0952/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

REALLY good second-hand Austin 10 required.—Cobb, 30, Harley House, N.W.1. (W1006)

GOOD Austin 10 saloon urgently wanted.—Walter Scott, Ltd., 39, College Crescent, N.W.3. Pr. 5914. (W4006)

AUSTIN A40

ACRES offer:—
1952 Austin A40 saloon, finished in pastel green, heater and radio, speedometer reading 12,000 miles, £665; choice of 4 other 1950 and 1951 models.
ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Hill 1892. And at 10 & 11, Arcot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

ANDOVER MOTOR Co., Ltd., offer:—
1949 Austin A40, black with beige leather, completely reconditioned throughout; £495.—Andover, Hants. Tel. 3405. (C1005)

AUSTIN A40

CAR MART, Ltd.
LONDON Distributors.
1952 Austin A40 Somerset saloon, radio, heater, 9,000 miles; £725.
1952 Austin A40 sports convertible, radio, heater, 10,000 miles; £595.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1054)

A. SAUNDERS, Ltd., offer:—
1951 Austin A40 Countryman, olive green with brown upholstery, heater; £595.
836—842, High Rd., N.12, Hillside 5272 (3 lines). (C3027)

J. HUNTER, Ltd., offer:—
1951 Austin A40 saloon, one owner since new; £595.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2044)

A. SAUNDERS, Ltd., of Worcester.
1952 Austin A40 Countryman, fawn with brown leather, one owner from new; £645.
AUSTIN House, Worcester, Tel. 2568. (C4003)

CHARLES RICKARDS, Ltd., offer:—
1951 (Mar.) Austin A40 Devon saloon, grey, one owner, taxed year, excellent condition, 15,000 miles; £595.
A good selection of genuine low mileage cars, offered with our 3 months guarantee.
56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). (C3050)

1952 Austin A40 Somerset, low mileage, heater; £725.
HALLS (FINCHLEY), Ltd., Odson Parade, North Finchley, London, N.12. Tel. Hillside 1044. (7297)

1951 Austin A40, excellent condition; £615.—Beardmore, 26, Queensway, W.2. (C1015)

1950 (October) Austin A40 saloon, grey, one owner, mileage 19,000, fitted with heater, in excellent order throughout; £595.
L. Y. & FLANK & WILSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. (C3056)

LATE 1952 A40 saloon, perfect condition; £650.—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. (C2034)

1949 A40 Countryman, reconditioned engine, just fitted, excellent order throughout; three months' guarantee; £495.
C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.5. Finchley 6236 (3 lines). (C1061)

1953 model Austin Somerset sun saloon, heater, black, 3,200 miles only; accept 1947 Austin 10 saloon and cash.—Bat. 7324.
1949 light green, carefully maintained, one lady owner; £510; terms.—Wes. 1580. (7653)

1952 model Austin A40 Countryman, very carefully used car; £625.—L. F. Dye, Ltd., 69 Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

1951 Austin A40 saloon de luxe, heater, low mileage, £615, 5 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). (C1054)

1951 Austin A40 Countryman, one owner, national condition; £565.—E. J. L. Mendel, Ltd., 85 Great Portland St., W.1. Langham 2261-2. (C3067)

1952 Austin A40 Countryman, 10,000 miles, £645. British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568. (C1027)

1950 (Sept.) Austin A40 saloon, in excellent condition, £535, exchanges, terms.—Palmer & Russell, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. (C3054)

1950 Austin A40 Countryman, good condition throughout, price £485, only seen in appointment.—Arrowsmith, 25, Temple St., Bedford, Stoke-on-Trent. (7457)

SEPTEMBER, 1951, A40, steering column change, over 17,000 miles, one owner, equal to new; £635.—G. B. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2051)

1953 (January) Somerset saloon, grey, fitted heater and Ace rimbellishers, taxed year, guaranteed mileage 6,490, as brand new; £750.—Buntings Motor Exchange, Harrow, Tel. 6225-6. (7458)

ARCHIE SIMONS & Co., Ltd., 1949 Austin A40 saloon, colour green, beige upholstery, heater, radio, sliding roof, one owner, new engine recently fitted; £525.—94, Gt. Portland St., W.1. Lan. 1343. (C4015)

PRIDE & CLARKE, Ltd.—1952 Austin A40 Somerset saloon, grey/beige leather, 12,000 miles, radio, heater, one owner, as new, £669; three months' guarantee, exchanges, sales.—Stockwell Rd., S.W.11. Brixton 6251. (C3064)

1952 Series A40 saloon, steering column gear shift, finished black, brown leather, radio, heater, taxed December as new, trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. (C3018)

525gns.—Austin A40 1950 Devon saloon, grey, blue leather, radio, heater, one owner, excellent condition, taxed, terms, exchanges, just open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6941. (C4018)

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, spotlight, tailored covers, taxed December, £595, trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. (C3018)

£645!!!—1952 (Jan.) Austin A40 G.B.S. Devon private owner, with guaranteed mileage of 10,000 miles only, green and brown leather, absolutely as brand new in every respect.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. (C3023)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A40 Cars Wanted

THE
CAR MART Ltd.

AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
Road, London N.W.1.
TELEPHONE: Euston 1212.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]
WHY accept less for your Austin A40 or Countryman when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008]
FULL value paid for A40 or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]
WANTED, 1949/1950 Austin A40.—Bruce France, 6a, Cromwell Mews, South Kensington, Fla. 0515. [W2014]
C. A. PETO, Ltd., 42, North Audley St., W.1. wish to purchase immediately late model Austin A40.—May. 5521. [W3043]

AUSTIN TWELVE

H. A. SAUNDERS, Ltd., offer:—
1946 Austin 12 saloon, black with brown upholstery, 6465. [C2067]
836—842, High Rd., N.12, Hillside 5272 (8 lines). [W4018/R]
1933 Austin 12.6, bodywork good, mech. sound.—Tel. Pinner 3259 after 6. [7436]
1947 Austin 12 saloon, excellent; £410; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 4579. [C4036]
1938 Austin 12/4 Gordon fourseam drop head coupe, exceptional condition throughout; £465. [C2035]
ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2035]

Austin Twelve Cars Wanted

THE
CAR MART Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R]

AUSTIN 12/4, 1938-9, preferably cabriolet.—Please tel. private purchaser at Worthing 3709. [7481]
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

AUSTIN SIXTEEN

R. F. FUGOLE, Ltd., offer:—
1948 (August), owned by one family since new, heater, radio and many other extras, coachwork and interior excellent; £545. [C8017]
R. F. FUGOLE, Ltd., Bushey Heath, Herts. Tel. 1685.
BRADSTOCK MOTORS offer:—
£475—1948-9 Austin 16 saloon, black, fitted heater, spotlights, etc., in exceptional condition, low total mileage, choice of two, terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. Epsom 835. [7556]

ANDOVER MOTOR CO., Ltd., offer:—
1947 Austin 16, engine completely reconditioned, immaculate coachwork and interior; £475.—Andover, Hants. Tel. 5405. [C1003]

H. A. SAUNDERS, Ltd., brand new, fullest equipment, immediate delivery; £1,455. Been:—
OUR only address, Station Approach, Kew Gardens, Alpe & Saunders (Coachbuilders), Ltd., Richmond, 1161. [6692]

£495—1948 Austin 16hp saloon, black, brown upholstery, one owner, in excellent condition. DENHAM SERVICE STATION Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1949 Austin 16 saloon, meticulously maintained, heater, etc.; £525.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010]

1946 Austin 16, black, superb; £410.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

HIRE car limousine, partition, 7 seats, black leather, radio, taxed, £775, terms.—Rogers Garage, Wellesley Avenue, Hammersmith, W.6. Riv. 2644. [C3054]

1948 Austin 16, black with brown upholstery, one owner, excellent condition; £495.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077]

1949 (Sept.) Austin 16 saloon, black with brown leather, splendid condition throughout; £495.—Pantiles Service Garage, London Rd., Guildford 5526. [C3055]

1947 Austin 16 saloon, black brown leather, excellent throughout; £425.—Bella Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

NAVILOR & ROOT—1949 Austin 16 saloon, black, brown hide upholstery, low mileage, well kept, genuine bargain; £495; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3023]

HEARSE Latest Deluxe streamline 6-Beater also 4-Beater Deck Coachwork, lavishly equipped, low cost, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006]

AUSTIN SIXTEEN

AUSTIN 16, 1947, black, heater, good tyres, 3,500 miles since £100 engine overhaul; thoroughly reliable and excellent runner, 25mpg; £556.—Massey, Middlesex Hospital, W.1, after 6 p.m. [7564]
1949 Austin 16 saloon, black, brown leather, heater, radio, loose covers, mats, etc., 22,000 miles, one careful owner; view by appointment, anywhere; £525.—A. H. Gilpin, 54, Adelaide Ave., E.E.4. 7529
HIRECAR Limousine (registered August 1953) partition, forward occasional, leather, genuine mileage 560, opportunity £1055. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006]

Austin Sixteen Cars Wanted

THE
CAR MART Ltd.

AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
Road, London N.W.1.
TELEPHONE: Euston 1212.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]
HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [W1006]

AUSTIN A70 & A90

CAR MART, Ltd.
LONDON Distributors.
1953 Austin A90 Atlantic saloon, heater, 2,000 miles. £895. [C2067]
1952 Austin A90 Atlantic saloon, radio, heater, 2,000 miles. £835.
1951 Austin A90 Atlantic saloon, radio, heater, 16,000 miles. £695.
1950 Austin A70 Hampshire saloon, heater, 15,000 miles; £615.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]
BOON & PORTER, Ltd.
1951 (Nov.) A90 saloon, grey, one owner, 30,000 miles, excellent condition; £675.—Castelnau, S.W.13 (by Hammersmith Bridge), Riverside 4444. [C1022]
B. J. HUNTER Ltd., offer:—
1952 Austin A90 Atlantic saloon, postively in showroom condition; £825.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]
MAYFAIR COUNTRY CARS offer:—
1951 (June) Atlantic saloon, outstanding condition, radio, heater, taxed December; £725.—7, George Yard, Grosvenor Square, W.1. Mayfair 2941. [C5006]

H. A. SAUNDERS, Ltd., offer:—
1952 Austin A90 sports saloon, metallic grey with grey upholstery, heater, recorded mileage, 12,000; £795.
1950 Austin A70 saloon, blue with blue upholstery, heater, recorded mileage 26,000; £635.
836—842, High Rd., N.12, Hillside 5272 (8 lines). [C2067]
1953 (June) Austin A90 saloon, works mileage, black beige, radio, heater; £965 o.n.o., also Austin A90 saloon, black, radio, heater, loose covers, 12,000 miles, one owner; £795; also Austin A90 saloon, 15,000 miles, one owner, heater, spare unused; £745.
RIPCO, Ltd. (Austin Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2922-3-4. [C3052]

£695—1951 Austin A70 Hereford saloon, blue/blue upholstery, recorded mileage 12,000, with heater.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1952 (September) Austin A70, 8,000 miles; £785.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon Addiscombe 3066. [C1076]

1952 Austin A90 saloon, 13,000 miles, black/red leather; £795.—Cafina, Ltd. Tel. Worthing 2340 or 2062. [7337]

1952 model Austin A70 Hereford saloon, fawn, brown leather upholstery, heater, one owner, 15,000 miles. [C3004]

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004]

1951 Austin A90 Atlantic saloon, one owner, 21,000 miles only, radio and heater, superb condition, 3 months guarantee; £695. [C3006]

C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1952 Austin A90 saloon, low mileage, beautiful condition; £750.—Sidney Marcus, Ltd. 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

Austin A70, 11,000 miles, black, brown leather, immaculate; £845.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014]

JACK ROSE, Ltd., 1951 A90 Atlantic saloon, one owner, 24,000 miles, very clean; £825.—Stafford Rd., Wallington, Surrey Wallington 6577/8. [C3054]

JULY, 1951 Hereford, 19,000 miles, blue with blue leather upholstery, one owner; £725.—Broadway Motors, 67, Elgin St., Hounslow, Hou. 0175. [C1028]

1951 Austin A90, 25,000 miles, one owner, first-class condition; £675.—The Fountain, Lough-ton Ditchley, Bucks. Tel. Shenley Church End 205. [7484]

AUSTIN A70 & A90

PHILIP RICKARDS, Ltd., offer:—
1953 Austin A90 sports saloon, works mileage, radio, part exchanges, deferred terms.—3, Brick St., Park Lane London, W.1. Grosvenor 4772/3. [C3051]
1950 A70 Hampshire saloon, black, radio, heater, excellent condition; £650.—H. A. Saunders, Ltd., 144, Colders Green Rd., N.W.11. Speedwell 0011. [C4004]
1952 Austin A90 Atlantic saloon, pale blue, 9,000 miles only, one owner; £795.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076]
1952 Austin Hereford saloon, colour black, small mileage; £775.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Tel. Sloane 1353 or 1709. [7065]
ROSE & YOUNG, Ltd., offer 1952 Austin A90 Atlantic R saloon, 8,000 miles only, fitted radio, black; £765.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]
£785!!!—9,000 miles only, black unmarked 1952 (April) Austin A90 Atlantic saloon, fitted radio and heater, taxed year; this car is a superb specimen.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025]
EXCEPTIONAL opportunity!!!—A70 Hereford saloon, heater, unconditionally guaranteed, 8,300 miles, absolutely indistinguishable from brand new, genuine bargain 699gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.5. Hampstead 0087-9. [7577]

Austin A70 and A90 Cars Wanted

THE
CAR MART Ltd.

AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
Road London N.W.1.
TELEPHONE: Euston 1212.

AUSTIN wanted in good condition for cash.—Valentine 4674, before 10 a.m. [W2018]
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

AUSTIN EIGHTEEN

£465!!!—1959 Austin 18hp limousine, genuine Iver model with division and extra 87cde occasional, excellent black finish with luxurious leather upholstery front and rear, the whole car in very much above average condition, opportunity for discerning hire concern to purchase a good example of this scarce series.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055]

Austin Eighteen Cars Wanted

THE
CAR MART Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]
7-PASSENGER privately owned 1937/38/39 Limousines, also Saloons, urgently required, cash waiting A & S, 2 Providence Court, North Audley Street, Mayfair 2941. [W1006]

AUSTIN A125 & A135

CAR MART, Ltd.
LONDON Distributors.
1950—51 Austin A135 Princess saloon, 30,000 miles; £965.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]
NEWNHAMS, Ltd.
AUSTIN Sheerline saloon, grey, registered March, 1953, mileage 2,750, several extras.
NEWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. [C3064]
B. J. HUNTER, Ltd., offer:—
1949 Austin Sheerline saloon, maintained regardless of cost, definitely unmarked; £750.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]
TOM GARNER, Ltd., offer:—
1953 Austin A125 Sheerline saloon, black with fawn leather, 350 miles only; £1,595.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. [C2020]

RUSSELL MOTORS, offer:—
1952 Austin Princess saloon, 16,000 miles, one owner, colour black; £1,450.
ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 5288. [C3069]

H. A. SAUNDERS, Ltd., offer:—
1951 Austin Sheerline saloon, black with brown upholstery, heater, etc.; £925.
836—842, High Rd., N.12, Hillside 5272 (8 lines). [C2067]

PHILIP RICKARDS, Ltd., offer:—
1950 Austin Sheerline saloon, black, 10,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane London, W.1. Grosvenor 4772/3. [C3051]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1950 (August) Austin Sheerline de luxe saloon, black, brown upholstery, radio, heater, plaid loose seat covers, moderate mileage, one owner, excellent; £745.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. (C3012)

1950 Sheerline, metallic grey, radio, heater, immaculate, one owner; £750.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tel. Hill 1288. (C2037)

1950 Austin Sheerline saloon, black, beige leather, one owner, chauffeur kept, excellent condition; £755.—Lockwood Automobiles, Half-way, Walton-on-Thames. Tel. 2824. (C2037)

1949 Austin Sheerline saloon, black, radio, heater, 49,000 miles, first-class condition; £725.—Apply original owner, R. Oliver, Great Walsingham, Sudbury, Suffolk (Tel. 2116). (C2037)

1949 Austin Sheerline saloon, most excellent condition throughout, just recollared Austin grey; £745.—Bells Service Garages, 144, London Road, Kingston-on-Thames. Kingston 1185. (C1016)

NAYLOR & ROOT—1950 Austin Sheerline saloon, black, brown hide upholstery, low mileage, unmarked throughout; £255, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

LIMOUSINE 1951 partitioned Sheerline, forward occasional, black, unblemished, reasonable cost. Alpe & Saunders, Providence Court, North Aylesbury, Mayfair 2941. (C1005)

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston Road, London, N.W.1.
TELEPHONE: Euston 1212.

LIMOUSINE 7-passenger Sheerline required immediately, cash waiting. Alpe & Saunders, Providence Court, North Aylesbury. Mayfair 2941. (C1005)

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hamstead (Tub), N.W.3. Ham. 6041. (W4019/R)

AUSTIN wanted—Smith's 86 Cha'k Farm Rd. N.W.1. Tel. 2767. (C2022/R)

AUSTIN wanted in good condition for cash.—Valentine 4674, before 10 a.m. (W2018)

MARSTON MOTOR CO. for your Austin.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (0599/R)

HATTONS will buy all post-war Austin models, available on object.—Lord St., Southport. Tel. 2265. (0788/R)

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin. Tel. Weybridge 235. (0541/R)

H. F. EDWARDS urgently require good Austin for immediate cash; distance no object; details please to—19, Seabrook Road, Hythe, Kent. Tel. Hythe 311. (W2059)

Austin Spares and Service

FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock, open Saturday 9 a.m. to 5 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0123. (0414/R)

NORMAND, Ltd. (C2029/R)

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.G. Riv. 3665. (0229)

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717); and 382, Streatham High Rd., S.W.16 (Streatham 7751). (0160/R)

C. A. NORMAN & Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (0271/R)

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. (0305/R)

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852/2820. (0486/R)

NEW gears, parts, reconditioned, guaranteed, 7, 10, 12, exchange gear boxes; shock absorbers; all types repaired.—Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Prim. 6159. (0387)

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 5290/3769. (0486/R)

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Feltham, Middlesex. Tel. Feltham 4274-5. (0399/R)

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. (0184/R)

BENTLEY (3½, 4½-litre and New 4½-litre)

H. R. OWEN, Ltd.
LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1952 Bentley 4½ standard steel saloon, Tudor grey with p.l.e. blue hide, 25,000 miles; £3,650.

1950 Bentley Mk. VI standard steel saloon, dark grey with pale blue hide, 26,000 miles; £2,950.

1949 Bentley Mk. VI standard steel saloon, beige with beige hide, 41,000 miles; £2,650.

1951 Bentley Mk. VI James Young sports saloon, black and grey with pale blue hide; £4,400.

1950 Bentley Mk. VI Mulliner lightweight sports saloon, Oxford and Cambridge blue with blue hide; £4,750.

1949 Bentley Mk. VI Park Ward d.h.c. power op., black with light brown hide, 11,000 miles; £3,650.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.
17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3032)

C. M. CAR MART, Ltd.

1953 Bentley H. J. Mulliner lightweight 4-door sports saloon, black with tan leather upholstery, 1,000 miles; £6,450.

1951 Bentley 4½-litre standard steel Mark VI saloon, grey with grey leather upholstery, 20,000 miles; £3,350.

1949 Bentley 4½-litre standard steel saloon, grey with grey leather upholstery, 30,000 miles; £2,225.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. (C1039)

RIPPON
RIPPON

RIPPON BROS., Ltd.

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (0906/R)

L. F. WARD, Ltd.

1951 Bentley Mark VI 4½-litre saloon, grey, red leather upholstery, excellent condition throughout.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. (C4045/1)

SILVERBROS., Ltd.

1951 4½ Standard saloon, in two-tone grey and as immaculate as it should be, fully guaranteed; £3,250. Mr. T. P. Dawe will be pleased to handle your enquiry personally.

H. accounts settled.

WE close at 7.30 p.m. (Saturdays 6 p.m.).—Write, call or telephone—Silverbros., Ltd., 38-52, Dudden Hill Lane, N.W.10. Willenden 4569. (C4017)

P.B. Ltd. offer:—

1936 3½ Bentley (P.B.) Freestone & Webb, miltred edge, sports saloon.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7476. (C3033)

FRANK DALE offer:—

BENTLEY 4½ Park Ward 4-door sports saloon, new condition, exceptional chassis, guaranteed, taxed year; £2975.—Frank Dale, 61, Lancaster Mews, W.2. Blandington 4681. (C1067)

H. A. FOX & Co., Ltd.

OFFICIAL Rolls-Royce and Bentley Retailers.

BENTLEY 1947 Standard saloon, recently repainted French grey, upholstered in grey leather, one owner only, the car has been maintained continuously by Messrs. Bentley Motors (1951), Ltd., at Crewe, and is in exceptionally good condition; £1,975.

3-5, Burlington Odn., Old Bond St., London, W.1. Regent 7687. (C3040)

RUSSELL MOTORS offer:—

1948 Mark VI Bentley standard steel saloon, 54,000 miles only, blue and blue leather; £2,150.

1938 L.S. series 4½ Bentley Park Ward saloon, exceptional mechanically, black with blue leather; £1,125.

1934 Thrupp & Maberly rebored, new tyres, radio, etc.; £775.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (C3060)

SWANMORE GARAGE offer:—

£1475—Bentley 4½-litre 1939 saloon.

£2395—Bentley Mk. VI 1949 steel saloon.

£2895—Bentley Mk. VI 1948 James Young 4-door.

£3365—Bentley Mk. VI 1951 steel saloon.

£875—Bentley 3½-litre 1936 saloon.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 4554. (C4024)

1937 Bentley 4½-litre Park Ward razor-edge saloon, black; £1,075.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. (C1076)

BENTLEY (3½, 4½-litre and New 4½-litre)

J. B. JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list, open until 8 p.m.

EXAMPLE—1950 saloon by H. J. Mulliner, painted red with beige leather upholstery, speedometer reading 21,000 miles; price £3,500.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. (C1082)

JACK OLDING OF MAYFAIR.

OFFICIAL Bentley and Rolls-Royce retailers, offer early delivery of new cars with standard and special coachwork; also the following selection of used Bentleys:—

1952 (July) 4½-litre standard saloon, black and silver, one owner, 11,000 miles; £3,650.

1952 (Feb.) 4½-litre standard saloon, black, brown leather, one owner, 16,500 miles; £3,650.

TAYLOR & CRAWLEY offer:—

1949 Bentley (DZ) 4½-litre P.S.C. saloon, 32,000 miles only, most attractively finished in dual colour; £2,525.

1947 Bentley (AK) 4½-litre P.S.C. saloon, 42,000 miles only, many latest modifications; £1,925.

1947 Bentley (AZ) 4½-litre P.S.C. saloon, complete modification history, 53,000 miles, with special extras; £1,925.

48, Kensington Court, W.8, Western 6015. (C4036)

H. BEART & Co., Ltd., offer:—

1937 (November) Bentley 4½-litre saloon; offers are invited for this very fine car, full details upon request.—102, London Rd., Kingston-on-Thames. Tel. 3348. (C1081)

OVERSEAS CARS, Ltd., offer:—

1937 4½-litre Bentley saloon body by Barkers, black a.d. grey, exceptional condition; £2975.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (C3031)

MCKINNON MOTORS, Ltd., offer:—

1950 (Sept.) Bentley Mark VI standard steel saloon, black, powder blue leather, radio, heater, taxed December 17,000 miles only, a rare specimen; £2,975, part exchanges and confidential terms.

MCKINNON MOTORS, 1, Lambdon House, 3, St. Norfolk Rd., Warrington, Surrey. Established 1906. Tel. Warrington 7404. (C3029)

MANN ROBERTSON & Co., Ltd., offer:—

1951 Bentley Mk. VI steel saloon, sun roof, radio and heater fitted, regularly serviced by accredited repairers, in superb condition throughout; £3,250.

14, Berkeley St., London, W.1. Hyde Park 2075. (C2006)

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1935 3½-litre utility, 2 owners, good history; £725.

9, Alhambra St., London, W.1. Tel. Grosvenor 5551. (C1018)

DAGENHAM MOTORS, Ltd., offer the following cars:—

1949 Bentley Mark VI standard saloon in grey, H.M.V. radio, heater, 30,000; £2,225.

1934 Bentley 3½-litre Park Ward sports saloon, black, reconditioned; £675.

56, Park Lane, W.1. Hyde Park 4866; 374 Ealing Rd., Aliperton, Middx., Perivale 3588; and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. (C1066)

1951 (March) 4½-litre standard saloon, grey with blue leather, 28,000 miles; £3,150.

1951 (June) 4½-litre standard saloon, black, one owner, 28,000 miles; £3,150.

1951 (April) 4½-litre standard saloon, black with brown leather, 18,500 miles, one owner; £3,250.

1949 (March) 4½-litre 2-door Countryman saloon, grey, polished wood, 59,000 miles; £2,850.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242. (C5050)

CHARLES POLLETT, Ltd., Accredited Rolls-Royce & Bentley Repairs & Retailers, offer:—

1951 steel sal., Tudor grey, one owner, 15,000 miles only; we supplied this car new and can recommend it with confidence; £2,450.

1950 Bentley Mark VI standard steel sal., black, blue leather, one owner, at present undergoing pre-sale checkover; £2,950.

OFFICIAL Retailers & Repairers—18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

1936 4½ sports saloon, 56,000 miles only, black/blue leather.—Dunham & Haines, 46, Castle St., Luton 2100. (C1066)

1937 (Oct.) 4½ K.T. series Freestone & Webb razor-edged sports saloon, good history and condition; £1,950.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. (C3007)

BARTLETT—Bentley Mark VI big bore standard saloon, 16,000 miles, virtually as new; £3,150.—27a, Penbridge Villas, W.11. Bayswater 0523. (C1013)

BENTLEY 3½ sports saloon, must be seen to appreciate its value; £775.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Tel. Sloane 1955 or 1709. (C1066)

1937 Bentley 4½-litre Park Ward saloon, black, grey leather upholstery, Bentley history, immaculate condition.—Carrys, Ltd., Worthing, Tel. 2540 or 2062. (C1066)

1952 Bentley steel saloon, 12,000 miles, immaculate condition; exchanges entertained.—Loshams, Rolls-Royce & Bentley Showrooms, Fishersgate, Peterborough. Tel. 4245. (C2094)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

1935 (August) Bentley 3½-litre Park Ward sports saloon, fitted radio and heater, good history; 4095/-A. Day & Co., 18, Hardman Street, Liverpool, 1. Royal 5057. [7459]

1935 Bentley (C.R. Series) 3½-litre, Thrupp & Maberly, 4-door sports saloon, exceptional condition; 4695/-Jacquier, Ltd., 225-7, Hammer Smith Rd., W.6. Riverside 6676. [C2043]

1950 (Sept.) Bentley H. J. Mulliner saloon, black, fawn leather, covers, radio, 5,000 miles only, condition like new—Eidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C5006]

1947 complete history; 41,875; (part exchange welcomed)—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 45 lines. [C1055]

BENTLEY Mark VI Countryman, 2-door, grey and oak finish, 27,600 miles, chassis No. B641DX, delivered 5.7.49, fitted radiomobile, twin pass lights, taxed, £2,250/-Bird, 118, High Rd., Lee, S.E.13. Lee Green 1072. [7590]

1947 Standard Steel Rolls-Bentley Mark VI with 1949 body modifications, in superb condition throughout, all particulars and photograph on application, will consider part exchange small car and maintained as a show car for our coachbuilding department. £2,300. [7572]

A.L. inquiries to Head Office, Car Auto Sales, Ltd., Standard House, South End, Croydon, Tel. Croydon 6088. [7572]

BENTLEY 1936 29.4hp; 4750, excellent condition throughout, full particulars and photograph on application, will consider part exchange small car and in good condition—Scott, 15, Tynham Rd., Maidenhead, Berks. [7500A]

BENTLEY 4½-litre steel sports saloon, 1952 (April) model, one owner, colour steel, red leather upholstery, genuine mileage 6,200; available for inspection and trial; price £3,600—Martin Walter, Ltd., Folkestone, Tel. Folkestone 3103. [7625]

JACK ROSE, Ltd., offer: 4½ Bentley 4-door radiator edge saloon by Prestons & Webb, in black and red hide interior almost unmarked, radiator and all bright parts silver plated; car with Bentley history; accept £1,075—Stafford Rd., Wallington, Surrey. Wallington 6077-8. [C5056]

1935-6 Bentley 3½-litre Park Ward sportsman's saloon, finished in unblemished black and chrome, fitted new twin Lucas flashers, twin chrome Whidtons, almost all new tyres, new battery, taxed yearly, mechanically in really excellent condition, a genuine specimen, 6885; terms, exchanges. [C5000]

MALDON ENGINEERING CO., Cross St., Malden, Surrey, 6, Manchester, Pen. 3457. [C5000]

BENTLEY 1950 V12 PBC saloon, privately owned, black with powder blue hide and deep blue mats, impeccable interior and exterior, super mechanical condition, checked by agents, all necessary work carried out, plus engine mod., tyres as new, spare unused, many extras, chauffeur driven, absolute genuine snip, £2,600, consider small car. A. 1023, Garratt Lane, & W.15. [7253]

1936 Bentley 3½-litre 4-door saloon, Thrupp & Maberly coachwork in original condition, black, with chrome line and brown hide interior; this lovely little Bentley has been in one owner's hands for over eight years, as sound as a bell mechanically and with a delightful engine and transmission; this is one of the few pre-war Bentleys which can claim to be in original condition, price £735—The Shires Motor Co., Ltd., Banbury, Tel. 2453. [7586]

1936 3½-litre Bentley 2-door saloon, fitted with very attractive Continental body, Bentley's records confirm this particular car was the very last chassis to which they fitted 3½-litre engine; car recently completely overhauled and R.A.C. report available; over £500 spent on import duty and works check-up; general condition of car excellent, right-hand steering; price £750; would consider post-war car in exchange with cash adjustment—Kieft Cars, Ltd., Reliance Works, Derry St., Wolverhampton, Tel. 2454. [6824]

SPORTS 4-door 3½, 1934 H.J.M. Saloon, leather, boot, £300 Derby overhaul, nice chassis, exceptionally attractive, history available, exceptional value, £645, Aipe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

BENTLEY (PRE 1931)

L.F. WARD, Ltd.
BENTLEY 4½-litre 1928 ex-Birken Le Mans team car, in original condition, recent 4500 engine overhaul, a very fine example of this marque. [C3043]

L.F. WARD, Ltd. Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 1446. [C3043]

ANDOVER MOTOR CO., Ltd., offer:—

1928 4½-litre Black Label Bentley, in immaculate condition with over £500 spent on reconditioning; a sacrifice, £325—Andover, Hants, Tel. 3405. [C1005]

PERFORMANCE CARS—Good selection always available; written guarantee—See under Sports Cars. [C5041/R]

Bentley Cars Wanted

C
M THE CAR MART, Ltd., wish to purchase Bentley cars—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 3434. [0958/R]

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bentley—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

SEE "Exchange."—Lewis Motors, Gerrards Cross. [C0667]

BENTLEY Mark VI wanted, preferably under 20,000 miles.—Bowles, 2, Elm Park Court, Pinner, Tel. 360. [C0667]

BENTLEY wanted 1947-49 to purchase from private owner, good price paid for genuine low-mileage car. [C0667]

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-2. [W4056]

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3361. [0062/R]

PRIVATE buyer wishes to purchase direct from owner pre-war Bentley, good price paid for car in specimen condition. [C1046]

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-2. [W4056/R]

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½ or 4½-litre Bentley.—71, Broad St., Midland 2457. [0557/R]

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R]

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolle-Royce & Bentley Showrooms, Fishergate, Preston, Tel. 4245. [W2064]

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W4050]

1938 4½ Bentley coupe, L.E. or L.E. series.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Tel. Rushmore 2874-5. [7597]

TAYLOR & CRAWLEY will buy low-mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—40, Kensington Court, W.8. Western 6015. [W4056]

H. F. EDWARDS urgently require good Bentley for immediate cash; distance no object, details please to—200, Great Portland Street, London, W.1. Tel. Langham 0012. [W2003]

R. S. MEAD (SALES), Ltd., are interested in purchasing any post-war Bentley cars.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. [W5011]

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service wears and stores: Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R]

Bentley Spares and Service
JACK BARCLAY, Ltd.

LARGEST official repairers Bentley cars, servicing or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close St. Wimbledon Tube). Liberty 7222 (6 lines). [81082/R]

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R]

A.L. spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [0490/R]

MERCHISTON MOTORS specialists for Bentley and Rolls-Royce—Works Director "Wilkie" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2785. [0566]

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5252 for collection.—18, Providence Court, W.1. [85030/R]

B.M.W.
!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [1046]

£295—B.M.W. 12hp d.h. coupe, cellulose good, exceptional performance, good hood, tyres, etc., many others. [C1047]

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube) Exchanges, h.p. [C1047]

1938 (Nov.) B.M.W. 2-litre saloon, type 326, really economical, two owners, taxed December, in really excellent condition throughout; bargain, £395; terms and exchanges.—Whitworth Motors, 197, Oxford Rd., Manchester. Tel. Ardwick 2804. [7618]

BOND MINICAR
£222!!—1952 Bond Minicar, like brand new, and carefully used; 3 months' guarantee, hire purchase, exchanges. [C1046]

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground). [C2052]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bond.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled, exchanges.—Stockwell Rd. S.W.9. Brixton 6251. [0543/R]

Bond Minicar Spares and Service
RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [10827/R]

BRISTOL
FRAZER-NASH CARS offer:—

1953 401 saloon, blue, beige leather. [C0627/R]

1948 type 400, black, beige leather, recently overhauled, £975, or if recollared £1,025. [C2015]

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Mddx. (Hou 0011). [C2015]

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hey's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1950 type 401, leather grey, beige upholstery, fitted radio, speedo, readings 20,400, good tyres taxed, immaculate, £1,500.—Hobbs, 343A, St. Peter's Rd., Manchester 15. [7638]

BRISTOL

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0616/R]

1953 Bristol 401, azure blue, beige leather, reg. 29/4/53, mileage 817; £2,500.—P. Lewis, 16D, Marsham Chambers, Station Rd., Gerrards Cross, [7406]

1950 Bristol 401 saloon in Bristol red, radio and heater, taxed, beautiful condition, looks as new, £1,650, consider part exchange.—Southwinds, Smugglers Walk, W. Worthing. Goring-by-Sea 42131. [C4027]

BRISTOL 401 chassis with special drop head coupe body, completed March, 1952, grey with blue upholstery, heater, Kiasa windscreen washers, one owner, mileage 16,000; price £1,900.—Bradburn & Wedge, Ltd., 46, Darlington St., Wolverhampton. [7325]

Bentley Cars Wanted
B. J. HUNTER, Ltd.

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, Tel. Gladstone 6305. [W2040]

REQUIRED, good used Bristol—G. Edwards, Amhurst Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

A.F.N., Ltd., will purchase for cash Bristol Type 400 cars.—Falcon Works, London Rd., Isleworth, Mddx. (Hounslow 0011). [0476/R]

H. F. EDWARDS urgently require good Bristol for immediate cash; distance no object; details please to—28, Upper High Street, Epsom, Surrey. Tel. Epsom 9400. [W2501]

B.S.A.

1936 B.S.A. Scout 4-seater, recent overhaul, many extras; £150.—17, Mount Ave., Outlane, Huddersfield. [7571]

£100 o.n.o. 1933 2/4 saloon, 8.9 h.p., new battery, tyres, aluminium body, good runner. [7521]

B.S.A. Scout 4-seater, 1936 (Aug.), exceptional condition, black, new hood; £165.—32, Lloyd Rd., Handsworth Wood, Birmingham. Tel. Nor. 5469. [7495]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

B.S.A. Spares and Service
GEAR parts, reconditioned guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3, Prim. 2647. [0785]

BASILE ROY, Ltd.—B.S.A. (Scout model) spares, comprehensive stock; wholesale and retail; 61, Portland St., W.1. Langham 7733. [0144/R]

BUGATTI

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2, offer:—

TYPE 578 rebuilt and registered 1950 2-seater sports, winner of many races, genuine 115mph, docile in traffic, fitted with 4 S.U. carburetors, in faultless condition; photo available. £495. [C1001]

BARLETT—Bugatti 190 mph 57 S.C. Continental coupé, performance and appearance still unsurpassed.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1013]

Bugatti Spares and Service
J. LEMON BURNION, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maids Vale 1331. [0071/R]

BUICK

1936 Buick saloon, exceptional condition; £225.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C1047]

1940 Buick Viceroy, resprayed black, cloth interior, two owners only, excellent order throughout, £475.—Box 0193. [7651]

1939 Buick Viceroy saloon, leather upholstery, nice condition, £395; see acquisition, Ltd., 225-7, St. Mary's Rd., W.6. Riverside 6677-8. [C2045]

RHD 1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., & W.3. Kensington 4653. [C4028]

1949 Buick Super Jet Back Sedanet, 24,000 miles only, one owner, radio, heater, £1,175.—Taylor & Crawley 48 Kensington Court, W.8. Western 6015. [C4036]

1939 Buick fourseater coupe by Carlton, first reg. July, 1940, one owner, 12,500 miles, £675.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [C3050]

£345!!—Buick 21hp Viceroy saloon Super Eight 6-seater, late 1939 model, gears on steering column, Rimbushers large section bumpers with overriders, etc., previously privately owned and completely overhauled mechanically last year, engine rebored and many new major components fitted, outstanding value. [C4019]

C. 2041, Open till 4 p.m. Write for catalogue. [C1035]

Buick Cars Wanted

JOE THOMPSON
JOE THOMPSON (MOTORS), Ltd., buyers of Buick.—97, Fulham Rd., S.W.3. Kensington 4653. [W4028]

METCALFE & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064]

7-SEATER private 1937/38 Limousine required, cash Aipe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 6691/3903. [W4015/R]

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showroom: Buick House, Albemarle St. Piccadilly, London, W.1. Hyde Park 7121. [0304/R]

Buick Spares and Service

BUICK sole concessionaries, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane Willesden Junction N.W.10. Tel. Elgar 7911. [0141/R]

REPAIRS, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers.—10 Winchester Mews, N.W.3. Prim. 2647. [0819]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CADILLAC
CASS'S MOTOR MART—1959 Cadillac drop head coupe, exceptional condition, written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

Cadillac Cars Wanted

JOE THOMPSON
JOE THOMPSON (MOTORS), Ltd., buyers of Cadillac, 97, Fulham Rd., S.W.3. Kensington 4858. (W4028)
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolets—Wembley 8691/3905. (W4015/R)
METCALFE & MUNDY, Ltd., will buy your Cadillac (car)—280, Old Brompton Rd., S.W.5. Frenham 5471. (W5064)
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Bullock House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (0004/R)

Cadillac Spares and Service
 Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0012/R)

CHEVROLET
1949 Chevrolet Styleline 2-door saloon, r.h.d., heater; £1,095.
CHOICE of other Chevrolets usually in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 15/14, Upper St., Martin's Lane, W.C.2. Temple Bar 3588. (C1027/R)

RHD Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (W4028)
1936 Chevrolet 26hp drop head coupe, £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1946 Chevrolet right-hand drive 4-door sedan, low mileage, very well kept, £595.—Taylor & Crawley, 48, Kensington Court, W.8. Western 5015. (W4036)

Chevrolet Cars Wanted

JOE THOMPSON
JOE THOMPSON (MOTORS), Ltd., buyers of Chevrolet.—97, Fulham Rd., S.W.3. Ken. 4858. (W4028)
METCALFE & MUNDY, Ltd., will buy your Chevrolet (car)—280, Old Brompton Rd., S.W.5. Frenham 5471. (W5064)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers, also large selection for sale. See under "American Cars".—Wembley 8691/3905. (W4015/R)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St., Martin's Lane, W.C.2. Temple Bar 3588. (C1027/R)

Chevrolet Spares and Service
REPAIRS, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. (0140)

CHEVROLET spares and repairs for private vehicles, distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Temple Bar 3588. (C1027/R)

CHRYSLER
1951 Chrysler Windsor saloon, l.h.d., radio, heater, loose covers, low mileage.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 3588. (C1027)

RHD 1952 Chrysler de luxe fluidmatic drive 4-door saloon, colour blue, 7,000 miles, guaranteed.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

1936 Chrysler 24hp 4-door de luxe saloon, one private owner throughout, black, brown hide, exceptionally clean, recent overhaul, £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

MUST be sold.—£155 o.n.o. for Chrysler New (12/37) two owner saloon, black, beige leather, excellent battery, thoroughly reliable, taxed, drive away.—23a, Seaview Rd., Parkstone, Tel. 3626. (3 miles Bournemouth). (W7514)

CHRYSLER Heston Airflow Six Light saloon, 1956, fitted with radio and excellent tyres, starts on the button and is a very roomy family car, absolute bargain at £75, can be seen and tried.—Dollis Garage, 294, Neither St., Finchley, London, N.3. Pin. 3130. (W7416)

1939 Chrysler Royal 23hp 6-seater touring saloon de luxe, late type model with modern body styling, gears on steering column, Rimblishers, large section bumpers with over-riders, coachwork practically unblemished with interior in best quality English leather, quite as spick and span as most post-war models, equipped with overdrive gear giving a most amazing petrol consumption in relationship to its size and horse-power. (C1035)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1950 Chrysler de luxe 15 saloon, 1939, de luxe 4-door model with sunshine roof and real leather interior, quite a bright looking car, similar to post-war series in appearance and much above average mechanically, good tyres, new battery, etc., colour dark blue. (C1035)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

LIMOUSINE, 1937, Imperial, 34hp, partition, forward occasional, black, carefully maintained, £345, Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1036)

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.
CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belzize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. (0643/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.
CHRYSLER distributors spares for all models; exchange reconditioned units in stock.—59-65, Belzize Rd., N.W.6. Mai. 5555/2155. (0495/R)

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.
HURCH ROAD ENO, Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex 57271. (9604)

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2231. (0361/R)

CITROEN
1949 Citroen 15hp, heater, radio, etc.; £495.—Commander Knight, 241, Copnor Rd., Portsmouth 74371. (7635)

CITROEN

R. F. FUGGLE, Ltd.
1953 (July) Citroen Light 15 de luxe sunroof saloon, black, brown, heater, mileage 660 (genuine). £295.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. (C2017)

H. W. MOTORS, Ltd., offer:—

1949 model Citroen Light 15, finished black, beige leather upholstery, fitted many extras; £565.
1947 Citroen Light 15 de luxe saloon, finished black with red leather upholstery, fitted many extras; £425.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. (C2042)

JOHN S. TRUSCOTT for Citroen.

ONLY first-class examples are offered.

PRESENT stock includes several post-war Light Fifteens from £475.
OFFICIALLY appointed Citroen agents.

NEW models from stock.

EXCHANGES, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Baywater 4274. (C4035)
COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Citroen, black with beige leather, 24,000 miles; £700.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

WORTHINGTON MOTOR CO., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. (4734)
FULL value paid for Citroen or similar.—54, Street-ham Hill, S.W.2. Tulse Hill 2676. (W5016)

1947 Citroen Light 15 sun saloon, very small mileage; £450.—45, Shirehall Park, N.W.4. Hendon 1648. (W429)

1950 Citroen Bug Six (reg. Nov. 1949), black, red leather, leather, 20,200, heater, sun roof, £685; private.—Box 0165. (7527)
CITROEN 1949 special 4-speed twin carburettor saloon, radio, immovable extras, £550.—Bartlett, 27a, Pembroke Villas, W.11. (C1013)

1950 Citroen 6-cylinder saloon de luxe, sun roof, radio, 29,000 miles only; £745.—Mann, 49, Porty Ave., Wembley Park, Arnold 4604. (C5017)

1951 Citroen Light 15 saloon, black, red leather, 10,000 miles, new condition; £650; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., London, E.C.4. (7542)

1939 Citroen Light 15 roadster, very good condition, new hood and tonneau cover, new carpets, large seat covers, wireless; £530 o.n.o. Farnham 2196. (7561)

1952 Citroen Light 15, 14,000 miles, literally as new throughout, one owner only; £765; serviced by distributors.—Gloucestershire Motors, Suffolk Rd., Cheltenham 5108-9. (7626)

1939 Citroen 12.8, dark green, completely overhauled and in first-class condition throughout; £385 o.n.o.—Young, 225, Streatham High Rd., London, S.W.16. Tel. Str. 2636. (7468)

1940 Citroen Light 15hp Roadster, first class mechanical condition, resprayed, fine specimen; £400 or nearest.—J. Simpson & Son (Engs.), Ltd., Luton, Beds. Tel. 5851-2. (7635)

1952 (June) Citroen Light 15 de luxe saloon, black with red interior, sunshine roof, in most excellent condition, taxed and recommended at the exceptionally low price of £775.—Godfrey Houghton, Ltd., Chester 24618. (7623)

6-cylinder, 6,000 miles only, green, chauffeur kept, virtually new condition, late property of deputy chairman large industry (now deceased), unreplicable bargain £850.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C5045)

1929 Citroen Light 15 saloon, 1939, de luxe 4-door model with sunshine roof and real leather interior, quite a bright looking car, similar to post-war series in appearance and much above average mechanically, good tyres, new battery, etc., colour dark blue. (C1035)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1947 Citroen Light 15 4-door saloon, grey, just had £225 mechanical overhaul, including new engine, only run 50 miles since, in excellent condition; bargain, £445; terms and exchanges.—Whitworth Motors, 197, Oxford Rd., Manchester. Tel. Ardwick 2904. (7617)

1950 Citroen de luxe 15 saloon, finished in unblemished black with maroon leather interior, mechanically in excellent condition, this is a genuine small mileage model, fitted excellent tyres, almost new radio, heater, taxed year, new battery, a most immaculate example; £595; terms, exchanges.—(C1035)

MAIDSTONE ENGINEERING CO., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C5000)

1939 Citroen 15hp de luxe saloon, excellent grey paint and good chrome, almost identical with 1952 models, extras include heater, screen spray, fog lamp, loose covers and new carpets, recently re-tired, brakes relined and good tyres, oil consumption negligible, roadholding superb, plenty of power, present owner getting new car.—Pilot, Ruise, Nr. Northwich, Cheshire. Weaverham 525. (7522)

HINDHEAD MOTOR WORKS offer 1952 Light 15, grey with red leather, heater, windscreen washer, taxed year, one owner; £620; 1950 model Citroen Light 15, green with beige upholstery, one owner, £625; 1940 Citroen 6-cylinder, black with red leather, taxed year; £450; 1939 Citroen 12hp, black with Bedford cord upholstery; £515; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 665. (C2061)

Citroen Cars Wanted

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3452. (0172/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)

Citroen Cars Wanted
ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors, are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.
NORTH Circular, Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (W1000/R)

CITROEN in good condition for cash.—Tel. Valentine 2096 or 4674. (W2016)

PERFORMANCE CARS urgently require Citroens.—Great West Rd., Brentford, Middlesex. Tel. Raining 8841. (0187/R)

CITROEN—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. (W4035)

CITROEN cars wanted for cash or part exchange by the Citroen specialists and stockists.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. (W2061)

H. F. EDWARDS urgently require good Citroen, for immediate cash; distance no object; details please to—200, Great Portland Street, London, W.1. Tel. Langham 0012. (W2003)

Citroen Spares and Service

SOUTH of the Thames.
SALES of Croydon, distributors and specialists for 40 years; repairs, overhauls and spares. Tel. Croydon 3131-2. (0187/R)

THE HEADINGLEY MOTOR & ENG. CO., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8. (0061/R)

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 4863.—Citroen parts, reconditioned drive, trains 48-hr. service. (9006)

SHRIMPTON'S MOTORS, Ltd.—London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464. (W4015/R)

SPARES and service.—47, Montrose Place, Halkin St., Tel. Sloane 5490. (0727/R)

WOODFORD CAR MART, Essex distributors for Citroen cars, sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0280/R

CITROEN—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Bexleyheath 725. (0746/R)

BOWERS ROAD GARAGE & ENGINEERING CO., Ltd., Bowers Rd. N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. (0585/R)

CONNAUGHT
L. F. WARD, Ltd.

1952 Connaught, 9,000 miles, green sports 2-seater, all-weather equipment, not raced, in excellent condition.
L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. (C4045)

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. (C2017)

BOON & PORTER, Ltd.
1951 Consort saloon, grey/blue, mileage 21,000, one owner, radio, heater, Caldwell charger and engine, heater, magnificent throughout; £1,295.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. (C1022)

TOM GARNER, Ltd., offer:—
1950 Daimler 2½-litre Barker drop head coupe, grey with blue leather; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2040)

PHILIP RICKARDS, Ltd., offer:—
1951 Daimler special sports drop head coupe, black/grey, 14,000 miles, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C5051)

STRATSTONE, Ltd., Daimler distributors.
DAIMLER 2½-litre Consort (1955), black with brown leather, 2,000 miles only, as new; £1,550. (C1029)

DAIMLER 2½-litre Consort (1951), black with beige leather, low mileage; £1,150. (7458)

DAIMLER 2½-litre saloon (1949), blue with blue leather, most attractive; £995. (7545)

DAIMLER 4½-litre 7-passenger limousine, dark blue and black with cloth to rear, in good condition; £450. (7545)

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464.) (C4022)

BROOKLANDS, Individually, new and used cars.
1952 Daimler 2½-litre drop head coupe, 9,000 miles. Bond St., London, W.1. Mayfair 8351-6. (C1029)

DAIMLER 1937 17hp, reliable, good tyres; £125.—Pocock, 34, Watwick Rd., W.12. (7458)

DAIMLER 18 sal. '58 Nov. tax. Dec.; 275gns, nice cond. any trial.—Pin. 4893, even. (7545)

1949 (Dec.) 2½-litre Daimler tourer, one owner, black, 12,100 miles; £900.—J. Fricker, Ltd. Park 5077. (C2016)

GUY ALFRED & CO., Ltd.—1947 Daimler 2½-litre, one specimen, heater, H.M.V. radio.—6-7, Warren St., W.1. Euston 3268. (C1005)

CONSORT series, black, maroon leather, 1,900 miles, faultless, heater and demister, one owner; £975.—Victoria Playhouse, Aston Birmingham. (6970)

365 gns.—Daimler, September 1939 2½-litre saloon, blue, sliding head, leather, very good condition; terms, exchanges.—Rowland Smith, below.

1950s—Daimler New-15, 1937 16.2hp Stratstone drop head coupe, black, leather, good condition; terms, exchanges; list, open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube) Hampstead 6641. (C4018)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER
1937 Daimler 17 sports saloon, grey, outstanding specimen, £295.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tuise Hill 1288. [C2037]
CASH'S MOTOR MART—1950 Daimler 17 saloon, black, engine 35,000 miles, one owner, written guarantee.—S. Warren St., W.1. Euston 3523. [C1040]
£150—1955 light 20 saloon, engine extensively overhauled, good battery and tyres, coachwork good inside and out.—Tel. Langham 1118. [7649]
DAIMLER LQ5 limousine 7-seater, partition, exceptional condition, £450, to be seen by appointment.—12, Weymouth Mews, London, W.1. Langham 1991. [7015]

1950 Daimler foursome drop head coupe, immaculate, 21,000 miles only, £295.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056]
JACK ROSE, Ltd.—1937 16hp Daimler 4-door saloon, reasonably clean inside and out, any examination, £250.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056]

1953 (June) Daimler Conquest saloon, maroon, 1,100 miles only, as new, £1,505.—J. & H. Galt, Ltd., 52, Woodlands Rd., Glasgow. Tel. Douglas 7598. [7074]

1947 (late) 2½-litre sun saloon, black, heater, radio, spot on owner, 22,000 miles, spotless condition, £750.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [C0962/R]

1950 Daimler 2½-litre saloon, black with brown leather upholstery, fitted H.M.V. radio, very carefully used, £825.—A. Day & Co., 18, Hardman St., Liverpool 1. Royal 5037.
DAIMLER—1½-litre limousine, built in 1947/8, first registered 1953, fitted radio, heater, and electric division, bargain, £950; terms, exchanges.—25, Watford Rd., Kings Norton, Birmingham. Tel. 2537. [7516]
EXCHANGE your present Daimler car for new or used motor, demonstrations by appointment.—Write or phone Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2146. [C0444]

1952 Daimler Consort saloon, black with green leather upholstery, heater and radio, 11,000 miles only, as new, one owner, £1,285.—E.F.S. Motors, Kingston-by-Sea, Essex. Tel. Embrook 3000. [C2004]

1952 2½-litre Daimler Special sports coupe by Barker, two-tone metallic grey, grey leather, speedometer reading 4,500 miles, loose covers, outstanding condition, £1,550.—H. A. FOX & Co., Ltd., 3-5, Burlington Gdns., Old Bond St., W.1. Regent 7587. [7404]

HOOPER limousine (September) 1950, 26hp 6-cylinder Daimler, 7,000 miles only, unmarked, black, grey leather, walnut fittings, radio, heater, electric division, tax free, £6,500, under reasonable offer or exchange for smaller car.—Read, Old Rectory, Marchion, Peterborough. [7537]

LIPOUSINE, 1957 24hp, partition, widest occasional, privately owned, carefully maintained, reasonable cost, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

CASH'S MOTOR MART require carefully used Daimler.—Euston 4110 and 5523. [W1040]

REQUIRED, good used Daimler.—G. Edwards, Ambury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hamstead (Tube), N.W.3. Ham. 6041. [W4016/R]

7-PASSENGER 1957 38/59 privately owned £2,410 also 1955 52hp Limousine required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1008]

Daimler Spares and Service—Debnam Motors, 17, Atherton Mews, S.W.7. Western 4541. [C6482]

ARCOT ENGINEERING, Ltd.—Preslector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [C2423/R]

KIRKWOOD—ON-THAMES.—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241-2. [C5465/R]

ALLEN Victor, Ltd., Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares repairs, etc.—Tel. Macaulay 6252-4 and 4199. [C0460/R]

DELAGE
BROOKLANDS: Individually, new and used cars.

1951 Series Delage D.6 saloon, mileage 9,000. [C1029]

103, New Bond St., London, W.1. Mayfair 851-6. [C1029]

11 Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". [C1046]

1950 (Nov.) Delage D63L, 3-litre saloon, total gear box, maroon with grey upholstery, radio, heater and seat covers, a most attractive and unusual car, £845. [C0415]

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. [C2025]

Delage Cars Wanted
REQUIRED, good used Delage.—G. Edwards, Ambury Lane, Harpenden, Herts. Harpenden 118. [W2000]

Delage Spares and Service
SELBORNE World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. (0659/R) [C1046]

DELAHAYE
SELBORNE, World Concessionaires.—135M sedan, 275 miles only, greatly reduced price, £2,550.—82, Park St., W.1. [C6508]

Delahaye Spares and Service
SELBORNE, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. (0660/R) [C0610/R]

DELLOW
GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—35-35, East Dulwich Rd., London, S.E.22. New Cross 3704. [C010/R]

D.K.W.
D.K.W. 1935, 2-seater sports, aluminium body, 50 m.p.h., good engine, tyres, batt., etc., what offers? Seen evenings or week-ends.—Finmere Garage, near Buckingham. Tel. Finmere 516. [7355]

4 D.K.W. cars for sale: one all-metal drop head; one saloon, fabric; one cabriolet, fabric; and one completely rebuilt saloon.—Below.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 425, St. Michael's St., W.2. Paddington 8577. [C0016/R]

D.K.W. Master cabriolet 1938 mdl., resealed, new crankshaft, recently overhauled, genuine 48 m.p.h. bodywork and hood perfect; £150, can be demonstrated evenings.—Tel. Tideway 4319. [7357]

D.K.W. Spares and Service
NEW big-ends and mains fitted to D.K.W. crankshafts.
C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Bat. 0971. [C0066/R]

GARNS, parts, reconditioned guaranteed engines, rear boxes, crankshafts, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [C0786]

DODGE
LATE Dodge limousine, engine condition not important, body and interior must be perfect; full particulars, please.—Box 0191. [7645]

Dodge Spares and Service
DODGE specialists, repairs, spares, exchange engines. L. & C. Church, Road Engineering Co., Ltd., Dosed Distributors, Hadfield, Essex. Tel. 59474/57127. [C0198/R]

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2334. [C0562/R]

D.K.W.
NEW big-ends and mains fitted to D.K.W. crankshafts.
C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Bat. 0971. [C0066/R]

GARNS, parts, reconditioned guaranteed engines, rear boxes, crankshafts, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [C0786]

DODGE
LATE Dodge limousine, engine condition not important, body and interior must be perfect; full particulars, please.—Box 0191. [7645]

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DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2334. [C0562/R]

FERRARI
BROOKLANDS: Individually, new and used cars.

1952 Ferrari 4.1-litre 342 chassis fitted 2-door 4-seater sports saloon, 5,000 miles, show car, New Bond St., London, W.1. Mayfair 851-6. [C1029]

103, New Bond St., London, W.1. Mayfair 851-6. [C1029]

FIAT
1940 500 4-seater at £299.—Below.

CLAIRMONTE BROS. always have several 500 Fiat from £200-£300, some with reconditioned engines.—Shanklin Rd., London, N.6. Mountview 5285. [C1056]

S. & S. MOTORS for quality Fiat as below:

1940 1100cc 4-door saloon in beautiful condition; Leyland balanced crankshaft; new tyres, leather upholstery, twin spotlamps, windtones, luggage rack and radio, 3 months guarantee; £355.

1939 1100cc 4-door green saloon, excellent condition, leather upholstery; £245.

1939 1100cc black saloon, leather upholstery, good tyres; £295.

1939 500cc Cabriolet, in excellent condition, fitted radio, recent overhaul; £250.

1939 500cc 4-seater, recent engine overhaul, good condition throughout; £450.

S. & S. MOTORS, 185a, Westbourne Grove, W.11. S. Bay. 1644. [7513]

C. V. RUSHMER, the Fiat specialist.—1948 1100cc saloon, one owner only; £450.—39, Holland Park, W.11. Park 5731. [C5061]

£185—Fiat 500, grey, in good condition, considerable work carried out recently; seen south coast.—Box 0189. [7642]

1939 Fiat 1100 Ranelagh drop head coupe, good condition, £1195.—P. (Balham), Ltd., 25, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-6-9. [C0204]

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of reconditioned and used Fiat cars in the country (probably in the world). 500s, 1100s and 1500s for immediate delivery.—Below.

MAYFAIR GARAGES, Ltd.—Over 20 Fiat prices from £196 to £555, all with 3 months' guarantee; descriptive literature and price list on request.—Below.

MAYFAIR GARAGES, Ltd.—Staff of skilled mechanics handling over 1,000 Fiat jobs annually; your satisfaction assured.—Below.

MAYFAIR GARAGES, Ltd.—July, 1937-38, type first series 500 convertible coupe, grey, a good car in excellent mechanical condition throughout; 3 months' guarantee; £195.—Below.

MAYFAIR GARAGES, Ltd.—1936 1500 4-door pillarless saloon, grey, red leather upholstery, good tyres, roomy car with excellent road performance; £165.—Below.

MAYFAIR GARAGES, Ltd.—October, 1939, 2nd series 500 de luxe convertible coupe, 2-tone brown and beige bumpers, excellent condition throughout; 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 de luxe fixed head coupe, grey, excellent condition throughout; 3 months' guarantee; £250.—Below.

MAYFAIR GARAGES, Ltd.—1939 1500 de luxe 1½ drive 4-door pillarless saloon, black with cloth upholstery, unusually well-preserved car in outstanding condition throughout; 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—1940 model (Nov. '39) 1100 508c de luxe 4-door pillarless saloon, 2-tone black and silver, very smart car with outstanding road performance; 3 months' guarantee; £365.—Below.

MAYFAIR GARAGES, Ltd.—1948 (reg. June, 1951) 1100C 4-door pillarless de luxe saloon, 1½ drive, reconditioned, very smart car with outstanding road performance; 3 months' guarantee; £450.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Mayfair 851-6, Open 9-6, Sats. 9-1. [C3009]

265 gns.—Fiat 500 1935 model coupe, black, red leather, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1939 Fiat 500, really excellent condition, 1160 spent recently on recon. engine, general chassis overhaul (accounts available), radio, new tyres, batteries, etc., taxed Dec. £325 or offer.—Barn Cottage, Walworth, Arundel. Tel. Eastersgate 367. [7499]

Fiat Cars Wanted
FIAT in good condition for cash.—Tel. Valentine 4674. before 10 a.m. [W2018]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4016/R]

MAYFAIR GARAGES, Ltd.—Cash for Fiat.—Balderston St., W.1. Mayfair 3104. [C0695/R]

PERFORMANCE CARS, urgently require Fiat.—Great West Rd., Brentford, Middlesex. Ealing 8941. [W5041]

H. F. EDWARDS urgently require good Fiat for immediate cash; distance no object; details please 10-200, Great Portland Street, London, W.1. Tel. Langham 0012. [W2005]

Fiat Spares and Service
FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6026. [C0325/R]

FIAT 500cc genuine Fiat spares, reconditioned engine, gear boxes, starters, dynamo, timing chains, etc., guaranteed repairs.—S. & S. Motors, 185a, Westbourne Grove, W.11. Tel. Bay. 1644. [C0136/R]

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. [C0095/R]

MAYFAIR GARAGES, Ltd.—£35, Fiat 500, fully reconditioned S.E. engine, immediately delivery; Fiat repairs and renovations at competitive prices.—Mayfair Garages, Ltd., Balderston St., W.1. Mayfair 3104; open 9-6, Sats. 9-1. [C0522/R]

FORD (8 h.p.)
PERRY'S OF HARROW
HAVE an excellent selection of post-war 8hp saloons available.
PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Mddx. (Opp. Bus Depot.) [C0095/R]

ELITE MOTORS offer:—
1950 (read.) Ford Anglia saloon, green brown, fitted with 10hp engine, loose covers and spot lamp; £350.

1947 (late) Ford Anglia saloon, black brown, very attractive appearance, faultless mechanically; £550.

1939 Ford 8, 2-door de luxe saloon, blue red, very sound condition, £195.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]

1946 Anglia, on owner; £275.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C5005]

HENDON CENTRAL GARAGE, Ltd., offer:—
1949 Ford Anglia, black and green, taxed year, absolutely unmarked; £395.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054]

1952 Ford Anglia, absolutely spotless, taxed; £455, below.

1949 Ford 8, recent reconditioned engine; £370.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

1949 (Sept.) Anglia, black, one private owner, excellent condition, 17,000 miles; £355.—Sanderstead 2568. [7632]

£165!!! 1937 Ford 8 saloon, in good sound condition; also choice 2 others, 3 months' guarantee, hire purchase, exchanges.

AMBS, Finchley Showrooms, 421-423, High Rd., L. Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

FORD 8hp saloon (July 1939), one owner, 46,000 miles, new engine, tyres, recently fitted, taxed year, £245 o.n.o.—Worthing 6123.

1933 Ford 8 saloon, £85; also 1936 Ford 8 saloon in good condition; £125.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062]

1953 Ford Anglia, 8,000 miles, regularly serviced, taxed, safely run in, perfect steering wheel, taxed best offer over £450.—Bay 7697.

1949 Ford Anglia saloon, one owner, excellent condition, £350; exchanges, terms.—Palmer, 53, York St., Twickenham, Pengepore 1890. [C5054]

1949 Ford Anglia, blk., brown leather, engine reconditioned, a very nice car; £340.—Smith, 48, Spring Grove, Loughton, Essex, Lou. 1081. [7646]

£195—1939 Ford Anglia saloon, excellent condition, Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

1952 Ford Anglia, black, loose covers and heater, 11,000 miles, quite sound; £495. Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C5014]

1949 Ford Anglia, black with green leather, immaculate condition; £375.—Blue Star Garage, 63, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031]

395 gns.—Ford Anglia 1951 saloon, black, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

345 gns.—Ford Anglia 1949 saloon, black, reconditioned engine, exceptional condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Ford Anglia 1940 saloon, pastel green, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Ford 8 1938 saloon, black, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4019]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. and 6-14, Meard St., Soho, W.1. Langham 3590-5.—1946-50 Ford Anglia saloons low mileage, all guaranteed; also earlier models. [C0578/R]

JACK ROSE, Ltd., offer 1952 Ford 8 saloon, almost as brand new, £435; also 1948, one owner, positively unmarked inside and out, £555.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056]

PRIDE & CLARKE, Ltd.—1950 Ford Anglia saloons, blue blue, beige brown, or black beige leather, choice three from £369; 1949, black green, leather, choice two from £319; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Eight Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R]

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube). N.W.3 Ham. 6041. [W4018/R]

FORD (10 h.p.)

DICKS.

1947 Ford Prefect saloon, carefully used; £350.

1939 Ford Prefect saloon, just reconditioned and re-upholstered; £275.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6889-9. [C1072]

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1948 Ford 10 Prefect 4-door saloon, negligible mileage, reconditioned engine fitted, excellent coachwork. 3595ns.—

HIRE-PURCHASE terms on the spot with no reference, no formalities or guarantees; part exchange on your present motorcar or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C3407]

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R]

LLAN TAYLOR MOTORS, Ltd., offer:—

1950 Ford Prefect, leather upholstery; £440.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [6716]

W. J. BROWN, Ltd., used Ford specialists.

1953 (January) Ford Prefect saloon, black, brown leather, one owner, 7,000 miles; £565.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1939 Prefect saloon, well maintained; £260.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5273. [C3005]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Prefect saloon, black, 9,000; £425.

56 Park Lane, W.1, Hyde Park 4866; 374 Ealing Rd., Alperton, Middx., Perivale 3588; and 6 & 12, Sangley Rd., Calford, S.E.6, Hither Green 4821. [C1066]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Ford Prefect, green with beige, 14,000 miles; £500.

1948 Ford Prefect, export model, black/brown leather, new engine recently fitted; £365.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

£450—Ford Prefect 1950, black, leather upholstery, smart condition throughout. Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2006]

£485—Ford Prefect 1951, black, leather, one owner, carefully used car of low mileage.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2006/1]

£450—Ford Prefect (Nov.) 1952, black leather upholstery, wireless, taxed year.—Brighton 54001. [7448]

1938 Ford 10 tourer, recon. engine, Nordec I.F.S.; offer ID—Flynn, 4, York Grove, Peckham, S.E.15. [7132]

1952 Ford Prefect saloon, leather, 16,000 miles; £510.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

£475—1951 series Ford Prefect, many extras fitted, absolute gift, 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1949 Ford Prefect, black/red leather, 3,000 miles, recon. engine, extremely good condition; £450.—Robbins, East Putney Tel. 4581. [C3010]

1953 (May) Ford Prefect saloon, fawn, red leather, 2,500 miles, taxed December; £565.—Elliott, 197, Abbeville Rd., Clapham, S.W.4. [7451]

ARTUR E. GOULD, Ltd., 290-292, Regent St. W.1. A and 8-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R]

1949 Ford Prefect saloon (new look), excellent condition; £395; also 1939 Prefect saloon, £225; exchanges, terms.—Palmer, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034]

1951 (model) Ford Prefect, recon. engine 500 miles, black fawn and red leather, one owner, excellent condition; £470.—Advance Laundries, Ltd., Windsor Grove, West Norwood. Clp. 4211. [6994]

£439—1949-50 Prefect, immaculate condition; offer of 2.—G.P. (Balham) Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube, Batt. 1107-8-9. [C2034]

ARGHIE SIMONS & Co., Ltd.—1951 Ford Prefect, colour beige, leather upholstery nominal mileage, one careful owner since new in immaculate condition throughout; £495.—94, Gt. Portland St. W.1. Lan. 1343. [C3013]

FORD (10 h.p.)

FORD Prefect, 1948 (Dec.), fitted radio, new engine, exceptional condition throughout. £415, exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1080]

365ns.—Ford Prefect (December, 1947) saloon, black, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C3018]

PRIDE & CLARKE, Ltd.—1952 Ford Prefect saloons, black/beige interior (10,000 miles) or beige/beige leather (1,000 miles), one owner, choice two from £509; 1951, black or beige brown leather, 12,000 miles, one owner, choice of two, from £469, three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3066]

W. J. REYNOLDS (MOTORS), Ltd., Main Ford dealers, have among our stock of used cars of various makes a Prefect chassis with front doors and a bench type seat, 1948, so far unregistered, i.h.d., only 185 kilometres and therefore almost as new, ideal for special builder or for conversion to utility or other special body, covered by our usual guarantee; £250.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [C3065]

Ford Ten Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5434. [0174/R]

WANTED, privately owned Prefect, low mileage, 7, Shirehall Close, N.W.3, Hendon 1603. [7270]

MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8600. Seven Sisters Rd., Tottenham, N.15. [0179/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube). N.W.3 Ham. 6041. [W4018/R]

FORD CONSUL

SM. offer:—

1953 April.—Ford Consul, black, red leather, heater, radio; price £785.—Star Motors, Lower Henley Rd., Caversham, Reading. Tel. Reading 72753. [7579]

ROUNDABOUT offer:—

1953 Ford Consul saloon in black with red leather upholstery and fitted heater; 7,000 genuine miles, as new in every way; £775.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [C3056]

B. J. HUNTER, Ltd., offer:—

1953 Ford Consul saloon, low mileage, indistinguishable from new; £775.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

CHARLES RICKARDS, Ltd., offer:—

1952 (May) Consul, leather upholstery, heater and radio, 9,000 miles, one owner, in new condition throughout. £725.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Sta.), 5 mins. from Marble Arch. Pad. 1820. [C3050]

1953 (August) Ford Consul, 100 miles, fawn; £745.—Tel. Eversley 3288. [C1048]

CONSUL, Sept., '51, 19,000, heater, radio, excel. condition; £645.—179, Main Rd., Gidea Park, Romford 8414. [7659]

1951 (November) Ford Consul, heater, small mileage, excellent condition; £675.—Dobson, Ltd., Slaines, Tel. 801. [C1074]

1952 Ford Consul saloon, black, beige leather, fitted radio and heater, one careful owner, taxed year; £695.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

1951 Ford Consul saloon, leather, radio, heater, one owner, 14,000 miles, immaculate, guaranteed, £650, exchanges, terms.—Palmer, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034]

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube). N.W.3 Ham. 6041. [W4018/R]

WHY accept less for your Ford Consul when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008]

FULL value paid for Consul or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

FORD ZEPHYR

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 (June) Ford Zephyr Six saloon, green leather, heater, radio and loose covers, immaculate car; £735.

THIS car is available for demonstration anywhere. At any time, hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042]

H. W. MOTORS, Ltd., offer:—

1953 (model) Ford Zephyr, finished grey with red leather upholstery, fitted radio, heater, loose covers and underseal, low mileage; £765.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. [C2042]

1953 (July) Ford Zephyr saloon, 150 miles.—Weybridge 600. [C4025]

1953 Ford Zephyr, 400 miles, as new; £850.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5257. [C3006]

1951 Ford Zephyr, genuine 15,000 miles, heater, radio, loose covers, one owner as new; £695.—28, Godstone Rd., Purley. Upl. 0253 [7579]

FORD ZEPHYR

GUY ALFRED & Co., Ltd.—1952 Ford Zephyr, black/red upholstery, heater, radio, 1953 condition.—6-7, Warren St., W.1. Euston 3268. [C1005]

ZEPHYR 1952 (October), 9,000 miles, heater, dark green, brown leather, unmarked, one owner.—Chesport Garages, Ltd., Ladbury Rd., Bayswater 2949. [C1043]

NAYLOR & ROOT.—1953 Ford Zephyr saloon, black, radio and heater, 1,800 miles, £850, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

1951 Ford Zephyr saloon, leather, radio, heater, ante, £695, exchanges, terms.—Palmer, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034]

645ns.—Ford Zephyr 1951 saloon, duo green, leather, radio, heater, one owner, excellent condition, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Ford Zephyr Cars Wanted

WANTED, crashed or damaged Ford Zephyr.—Box 0067. [5917]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube). N.W.3 Ham. 6041. [W4018/R]

FORD (V.8)

GE

REGISTERED 1947 right-hand drive Canadian Ford V.8 de luxe 4-door 6-seater saloon; finished smart maroon cellulose, chromium bright fittings, excellent brown leather upholstery equipped, steering gear change, new-look front, twin spotlights, radio, etc.; recently decarbonised and serviced; delightful performance, written guarantee; 4595ns, hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000]

CYRIL SHEPPARD OF READING.

1945 Ford Mercury saloon, not ex-W.D., excellent; £345.—"Sheppards Hill," London Rd., Reading. Sonning 2345-6. [7604]

GUY SALMON AUTOMOBILES, offer:—

1949 Ford Pilot, grey, really excellent car; £455.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-5. [C4001]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Pilot saloon, green, hide, heater, 28,000; £495.

56 Park Lane, W.1, Hyde Park 4866; 374 Ealing Rd., Alperton, Middx., Perivale 3588; and 6 & 12, Sangley Rd., Calford, S.E.6, Hither Green 4821. [C1066]

Ford V.8 Cars Wanted

FORD Pilot 1948/49, one owner, superbly maintained, almost unmarked; £450.—Bartlett, 27a, Penbridge Villas, W.11. [C1013]

1950 Ford V.8 Pilot, Channel green, leather upholstery, radio, heater, loose covers, one owner; £475.—Box 0158. [7465]

1951 Ford Pilot, leather, heater, taxed, excellent condition; £345.—Ruslip Motors, Ltd., West End Rd., Ruslip, Ruslip 4340. [7553]

1948-9 Ford Pilot saloon, black with brown leather, new engine, excellent condition throughout; £595; exchanges considered.—Tel. Chidmily 510. [7604]

1949 Ford Pilot 29,700 miles, spotless, black, brown leather radio, heater, Jackall; £450 o.n.o.; must sell.—Box 0155, or Tel. Churchman, Frimley 4195, before 11 a.m. or week-end. [7461]

Ford V.8 Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube). N.W.3 Ham. 6041. [W4018/R]

UTILITY—FORD OR OTHER BODIES

1937 £185, exchanges, terms.—Palmer, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034]

£215 bargain! 1941 Ford V.8 22hp utility, excellent condition, any trial.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1952 (May) Fordson 10 estate car, beige, 4,000 miles, one owner; £565.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3563 [7328]

AMERICAN FORD

ON all matters of spare parts, repairs and service, consult us, the sole concessionaire in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [0749/R]

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers, highest cash prices for Ford.—Hampstead (Tube). N.W.3 Ham. 6041. [W4018/R]

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Clp. 2767. [0823/R]

FORD in good condition for cash.—Tel. Valentine 4674, before 10 a.m. [W2018]

WANTED, Ford 8/10, after 1936, saloon or tourer, no objection to repairs.

THE PORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 120211.

FORD 8/10 urgently wanted, 1938-40 model, good price for good car.—Barrow 1456. [W1064]

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0251]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2255) main Ford dealers, service and all spares. [0095/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service

ALAN TAYLOR (MOTORS), Ltd.,

HIGH ST., Wandsworth, S.W.16.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4435 (5 lines).

WE have one of the biggest stocks of Ford spares in the country from model A V.8 W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). And 66, High St., East Ham, E.6. Grangewood 1130. [53062/R]

FRAZER NASH

1937 Frazer Nash open 2-seater, Meadows Brooklands engine, new hood, immaculate condition—Coppice Garage, Ltd., Watling St., Dordon, Staffs. Tel. Polesworth 333. [7634]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available, written guarantee. See under "Sports Cars." [C3041/R]

319/55 foursome d.h. coupe, mechanically excellent, over £200 recent overhaul; offers around £285. Interested in Jupiter.—2, Broadway, Andover. [7496]

FRAZER NASH-B.M.W. 326 saloon, new crown wheel and pinion, reconditioned water pump, lifeguard tubes both front wheels, new carburettor, radio; £375.—Jordan, 40, Elgin St., Bridgnorth, Sh. 3177. [7396]

395 gne.—Frazer Nash-B.M.W. late 1958 2-litre 320 sports saloon, black and red, recent engine overhaul, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below. [7396]

195 gne.—Frazer Nash-B.M.W. 1956 2-litre drop head coupe, green, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

TYPE 327/80 P.H. or 328, must be in v.g. condition, owner must take my motor cycle in part exchange.—61, Stanley Park Ave., N., Liverpool, 4. [7505]

HEALEY

KNIGHTSBRIDGE MOTORS, Ltd.

1949 Healey Duncan streamlined sports saloon, finished in blue with red leather, heater, two owners only, in beautiful condition, £250. [C2063]

3.—Roberts Messrs, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4096. [C2063]

BROOKLANDS, sole concessionaires Healey.—New 4-seater saloon, coupe and convertible 3-seater from stock. [C3045]

1952 Healey Tickford saloon, exceptional. [C3045]

1951 Healey Abbott coupe, excellent. [C3045]

1951 Healey Tickford saloon, one owner, radio. [C3045]

1950 Healey Silverstone sports 2-seater. [C3045]

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029]

£495.—Healey 1949 saloon, 4-door, most unusual body design, very attractive and fast; many others. [C1029]

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 days Holland Park Tube). Exchanges, h.p. [C1017]

HEALEY Silverstone 1951, new condition; £700; exchange Alford or Sunbeam-Talbot 20 saloon or drop head in similar condition—Box 0159. [7471]

ELLIOTT saloon, late '47, recoloured, many extras, excellent example; £625.—Richards & Carr, 35, Kington St., Wilton Place, London, S.W.1. Sloane 5424. [C3045]

1952 2.4-litre Healey Abbott drop head, grey, blue upholstery, Clayton heater, Kipsa screen wash, 10,000 miles only, one owner, superb condition; £1,250.—Clarendon 3610. [7395]

DAVIES MOTORS, Ltd.—Used and new Healey drop head coupe models for immediate delivery from stock.—237, London Rd., Staines, Tel. Staines 4211-2-3-4-5 (or private) Welwyn-on-Thames 1562. [C1080]

Healey Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Healey.

B. J. HUNTER, 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W3040]

B. J. HUNTER, 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W3040]

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B. J. HUNTER, 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W3040]

HILLMAN 10

A CRES offer:—

1952 Hillman Minx drop head coupe, maroon and light fawn leather upholstery, magnificent condition throughout, first £250 secure. [C1002]

A CRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maida 2211-2. [C1002]

B. J. HUNTER, Ltd., offer:—

1950 Hillman Minx saloon, special export model; £495. [C1002]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

OVERSEAS CARS, Ltd., offer:—

1952 Hillman Minx saloon, claret, heater and seat covers, one owner, mileage 9,701, perfect throughout; £675; for other Overseas car bargains see page 39. [C3051]

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051]

CHARLES FOLLETT, Ltd., offer:—

1952 Hillman Minx sal., beige, red leather, one owner, 5,400 miles only, as new, 3 months' guarantee; £695. [C3051]

18, Berkeley St., W.1. Mayfair 6266. [C3051]

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

WARWICK WRIGHT, Ltd., offer:—

1951 and 1953 Hillman Minx saloons and convertible coupes, many fitted heater, radio, all low mileage. [C4045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

ANDOVER MOTOR Co., Ltd., offer:—

1951 Hillman Minx in duck egg blue and dark blue leather; £595.—Andover, Hants. Tel. 3405. [C1005]

PHENIX MOTOR Co. (SURREY), Ltd., offer:—

1948 Hillman Minx Phase 2 saloon, black, brown interior, moderate mileage, an excellent example of this series; £425; cars purchased. [C1005]

PHENIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey, 1121. [C1005]

DAGENHAM MOTORS, Ltd., offer the following car:

1952 Hillman Phase V saloon, maroon, 5,800; £695. [C3065]

56, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperion, Middx. Perivale 3388; and 6, 8 & 12, Bangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1952 Hillman Minx drop head coupe, August '51, as new, £635. [C1008]

1950 specimen Hillman Minx saloon, one owner, 20,000 miles genuine, £560; p/e and h.p. facilities. [C1008]

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008]

1939 Hillman Minx saloon, radio, reconditioned engine fitted 800 miles ago; £235. [C3064]

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.3. Col. 8082. [C3064]

APRIL, 53, Phase VI Hillman saloon, 3,000 miles, extras; nearest £725.—Box 0163. [7500]

1947 Hillman Minx saloon, one owner; £395, 3 months' guarantee, terms and exchanges. [C4054]

JACK WILLIAMS MOTORS, Ltd., 168, Priory Rd., Hornsey, Moutview 5228 and 5774. [C4054]

1953 Hillman Minx Anniversary saloon, 1,100 miles; £750.—Autowork, Ltd., Winchester. [C1010]

1951 Hillman Minx Phase V saloon, black, one owner, 10,000 miles, fitted heater, in exceptional condition; £615. [7444]

R. C. WIMBORNE, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-2. [C4056]

1940 Minx saloon, good condition, maroon, red leather, sliding roof; £300.—56, Beaconsfield Rd., New Southgate, N.11. [7444]

£585.—1950 (December) Hillman convertible, beige, red leather upholstery, recorded mileage 38,000 in excellent condition. [7444]

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

MINX 1947 3-way d.h. coupe, engine done 10,000 miles, spotless throughout.—Chepstow Garages, Ltd., Ledbury Rd., Bayswater 2949. [C1042]

1948 Hillman 10 coupe, radio, rim embellishers; £450; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034]

1952 Mark V Hillman Minx drop head coupe, grey with red leather, taxed; £675.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057]

1948 Phase II Minx saloon, black, excellent condition; £450.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

£395!! 1947 Hillman Minx saloon, in spotless condition throughout, also choice 2 others, 3 months' guarantee; hire purchase, exchanges. [C4056]

LAMB, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C4052]

1953 (May) Hillman Minx Mark VI saloon, perfect condition throughout, low mileage; private sale; £725.—Box 0149, or Tel. Northwood 2144. [7442]

1952 (September, 1951) phase V Hillman Minx saloon, black, heater, 11,000 miles; £650.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 3441. [C4037]

HILLMAN Minx Phase IV saloon, radio, heater, 12,000 miles; £595.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 3568. [C1027]

1947 series Hillman Minx saloon, one owner, exceptional condition throughout; £395.—Broadway Motor Co., 48-50, Hartfield Rd., Wimbledon, S.W.19. Liberty 2494. [7627]

HILLMAN 10

£275!!—1942 Hillman Minx 10hp saloon, one owner, genuine bargain, exchanges; 20 others.—Traynor Motors, Ltd., 135, High St. South, East Ham, E.6. Grangewood 5634. [C4052]

1948 Hillman Minx drop head coupe, grey, beautifully maintained, reconditioned unit, just fitted; £485.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

£475!!—Phase II Hillman Minx saloon 1948, steering column gear change and built-in headlamps, attractively finished in pastel blue with fawn upholstery, moderate total mileage. [C4056]

£245!!—1959 Hillman 10hp Minx drop head four-seater coupe, a smart serviceable little car, excellent runner. [C4056]

CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041. Open till 6 p.m. Write for catalogue. [C1055]

1953 (February) Hillman Minx drop head coupe, colour claret, one owner, rim embellishers, over-riders, taxed year, guaranteed mileage 2,800; £725.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

1948 Hillman Minx Phase II saloon, steering column gear change, very nice condition throughout, two owners only; £435.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., Nr. Kings Cross Station, N.1. Ter. 1001. [7564]

645 Hillman Minx (October, 1951) Phase V drop head coupe, black, one owner, small mileage, spare unused, almost new condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1949 (July) Hillman Minx Phase III saloon, grey, red leather, heater, radio, etc., unusually well-kept and in outstanding condition throughout; £495; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [C4056]

1938 Hillman 10 saloon, very good mechanically, clean appearance, any trial; £195, or £65 deposit, balance 16 months, cash, insurance, 50 cars always in stock; cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [7630]

HILLMAN 10

1937 Hillman 10, privately owned, good order, very clean; £230. [7456]

Hillman Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0671/R]

R. S. ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

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R. S. ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HISPANO-SUIZA Spares and Service
HISPANO spares and all repairs.—G. Briand, 47
Tamworth Rd., Croydon, Croy. 1742. [7544]

HOTCHKISS
METCALFE & MUNDY, Ltd.

1950 Hotchkiss Paris-Nice model 4-door saloon.
Total gear box, low mileage, excellent condition.
£925.—580, Old Brompton Rd., S.W.5. Fre-
mantle 5471. [C3064]

GUY ALFRED & Co., Ltd.—1940 Hotchkiss 10hp
drop head four-seater, superb order.—6-7, Warren
St., W.1. Euston 5266. [C1005]

1936 model Hotchkiss Paris-Nice saloon, 2hp.
radio, taxed December, in good condition.
£250.—31, Garratt Lane, Wandsworth, S.W.18. Bat-
tersea 5770. [C4062]

MAGNIFICENT Paris-Nice 28hp d.h. coupe, guaran-
teed 35,000 miles only, new tyres, faultless
throughout, probably the best example of this model
in existence; £475.—Egley Motors, Mayford, Woking.
[7613]

Hotchkiss Cars Wanted—O. Edwards,
118, Amenbury Lane, Harpenden, Herts. Harpenden
118. [W2000]

H.R.G.

L. F. WARD, Ltd.

1949 H.R.G. 1500 sports 2-seater, in perfect con-
dition. F. WARD, Ltd., Hanover Court Rd., Hanover St.
London, W.1. Tel. Mayfair 0146. [C4043]

H.R.G. Brooklands Meadows engine, appearance and
mechanically excellent, 6 wheels well shod, 85 mph.
32 mpg, in road trim; full details, photo; £350.—Box
0168. [7555]

1947 1½-litre H.R.G., aerodynamic body, engine
recently reconditioned, an extremely attractive
car, exceptionally fast; £425.—Peter Bantock Car
Sales, 104, High Rd., Chislewick, W.A. Chislewick 5870.
[C1014]

465—H.R.G. 1948 1½-litre sports 2-seater,
green, leather, carefully used, exceptional condition;
terms, exchanges, list; open 3-7 week-days and
Saturdays.—Rowland Smith, Hampstead (Hampstead
Tube), Hampstead 6041. [C4018]

1948 1½-litre H.R.G., in first-class condition, new
spotless, mechanically perfect and tyres very good, no
trial or examination; £525.—J. V. Bowles, Tel. Epping
2402 (Essex). [7507]

H.R.G. Cars Wanted
REQUIRED, good used H.R.G.—O. Edwards, Amen-
bury Lane, Harpenden, Herts. Harpenden 118.
[W2000]

ROWLAND SMITH'S, the Car Buyers—Highest cash
prices for H.R.G.—Hampstead (Tube), N.W.5.
Ham. 6041. [W4018/R]

H.R.G. Spares and Service
CHARLES FOLLETT, Ltd., have a large stock of
spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6206.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel.
Cunningham 5936-7-8. [0594/R]

HUDSON

DICKS
1939 saloon, 17hp, steering column change, excel-
lent condition; £295.

DICKS CAR SALES, Ltd., 585-601, High Rd., Kil-
burn, Middx. Val 688-9. [C1072]

£225—1939 Hudson 22hp 4-door black saloon.
leather interior, taxed, unworn tyres; £100
down.—Bray Motors, 180-184, West End Lane, N.W.6.
Hampstead 6490. [C1024]

£295—The most magnificent Hudson 22hp drop
head coupe we have ever had; immaculate
condition, thousands of extras value over £100, a real
enthusiast's delight; this one you cannot miss; 3
months' guarantee; hire purchase, exchanges.
L. AMBS, Finchley Showrooms, 621-623, High Rd.
Finchley, N.12. Finchley 4221 (East Finchley
Underground). [C2052]

£275—Hudson 22hp special drop head four-seater
coupe, 1939, right-hand drive model with disc
wheels, steering column gear change, dual fog and
passlights, and extra Desmos spotlight on windscreen
pillar, Masteradio, etc., a very smart, modern-looking
American coupe with high standard of performance and
in good condition generally; also a 1948 model Hudson
Commodore right-hand drive 4-door saloon, latest low
streamlined model with all extras.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel.
2041. Open till 8 p.m. Write for catalogue. [C1055]

Hudson Spares and Service
MANCHESTER—Hudson spares and repairs

A. FREEMAN, Ltd., Grovenor Garage, Burnage Lane,
Manchester 19. Rus 2874-5. [0861/R]

MANCHESTER—Distributors of Hudson cars; large
stocks of spares; repairs and overhauls.—Ardwick
4361/7.

WILLIAM ARNOLD, Ltd., Upper Brown St., Man-
chester 13. [0516/R]

SPIKINS (TWICKENHAM), Ltd., the Hudson dis-
tributors for Hudson reconditioned engines; spares
and service; quote chassis number.—85-101, Heath Rd.,
Twickenham, Tel. Popesgrove 1935-6-7. Telegrams:
Spikins, Twickenham. [0568/R]

HUMBER

CAR MART, Ltd.

1952 Humber Super Snipe saloon, radio, heater,
11,000 miles; £950.

1952 Humber Pullman limousine, heater, 16,000
miles; £1,325.

1950 Humber Pullman limousine, radio, heater,
54,000 miles; £1,050.—Car Mart, Ltd., 320,
Euston Rd., N.W.1. Euston 1212. [C1059]

R. F. FUGGLE, Ltd.

SUPER Snipe, 1950. fitted with heater and H.M.V.
radio, spotlamps, solely maintained by us; £650.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel.
1645. [C2017]

HUMBER

SCOTT CARS offer:

1953 (July) Humber Super Snipe, works' mileage;
£1,375; part exchange welcomed.

SCOTT CARS, 347, Finchley Rd., London, N.W.3.
Hampstead 2100/9676. [C4016]

COACHCRAFT offer:

1953 (Hawk), 50 miles only, unregistered, black;
(current model), black with red leather,
craft, Elm Rd., Evesham, Tel. 6539. [C1053]

SWANMORE GARAGE offer:

1953 Humber Super Snipe (newest type), nylon
leather covers, extras; accept £1,385; ex-
changes and terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd.,
Boscombe, Bournemouth. Tel. Southbourne 43544.
[C4024]

TOM GARNER, Ltd. offer:

1953 series Humber Hawk Mark V saloon (current
model), green, heater, radio, many extras;
£995.

1952 Humber Super Snipe Mark III saloon, satin
bronze with red leather, heater, 12,000 miles.

1953 series Humber Super Snipe Mark IV saloon
(current model), black with red leather,
heater, radio, £1,295.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.
Blackfriars 9265-6-7. [C2020]

H. A. SAUNDERS, Ltd. offer:

1952 Humber Super Snipe saloon, black with red
upholstery, heater, recorded mileage 9,560;
£1,095.

1952 Humber Super Snipe touring limousine, black
with beige upholstery, heater, recorded mile-
age 11,800; £1,095.

836—842, High Rd., N.12. Hillside 5272 (8 lines).
[C2027]

BRADSTOCK MOTORS offer:

£465—1948 Humber Hawk saloon, black, new
engine recently fitted, small total mileage, in
excellent condition throughout, terms, exchanges.

BRADSTOCK MOTORS, Chase Rd., Epsom. Tel. Epsom 633.
[7557]

WARWICK WRIGHT, Ltd. offer:

1952 and 1953 Humber Hawk saloons, many fitted
radio, heater, all low mileage; from £895.

1952 Humber Pullman limousine, radio and heater,
black, 10,000 miles; £1,375.

1953 series Humber Super Snipe saloon, steel grey,
8,000 miles; £1,295, another in sapphire blue
with fawn leather, similar mileage.

1953 Humber Super Snipe touring limousine, black,
radio and heater, 1,000 miles; £1,475.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES offer:

1952 Humber Super Snipe Mark IV saloon, over-
head valves, radio and heater, immaculate,
unique opportunity to purchase latest model at a saving
of approximately £400; £1,175.

1951 Humber Super Snipe saloon, satin bronze,
1951 brown leather, radio, 12,000 miles from new,
faultless condition throughout; £845.

1949 Humber Super Snipe saloon, well maintained;
£625.

1948 (Nov.) Humber Hawk, fitted heater, demister,
7½ radio, in exceptional condition, tyres as
new, maintained by fastidious owner; £575.

1947 Humber Super Snipe saloon, a perfectly kept
car, original paintwork, in practically un-
marked condition, £475.—Portsmouth Rd., Thames
Ditton, Esherbrook, 5551-2-3. [C4001]

PHEXIN MOTOR CO. (SURREY), Ltd. offer:

1949 (July) Humber Hawk saloon, black, beige
interior, moderate mileage, fitted H.M.V.
radio and loose covers, one owner since new and a
well-maintained car in every respect; £575; cars pur-
chased.

PHEXIN MOTOR CO. (SURREY), Ltd., Sutton,
Surrey. Vigilant 1121. [C3044]

LONDON CENTRAL GARAGES Ltd offer:

1949 Humber Hawk (new look type), taxed year
fitted radio in excellent condition; £625.

Watford Way, Hendon Central N.W.4 Tel. Hendon
5945-5. [75083]

DAGENHAM MOTORS, Ltd., offer the following car:

1952 Humber Pullman limousine, black, 16,000;
£1,325.

56—Park Lane, W.1. Hyde Park 4866, 374, Ealing
Rd., Alperton, Middx. Perivale 5368, and 6, 8
& 12, Sangleys Rd., Catford, S.E.6. Hither Green 4821.
[C1066]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.
offer:

1950 series Humber Super Snipe, metallic grey;
this car is in immaculate condition through-
out, one owner, nominal mileage; £675.

1950 Humber Hawk saloon, bronze, red upholstery;
heater, really immaculate condition; £655;
p.e. and h.p. facilities.

MARLBOROUGH Works, Kenton, Tel. Wordsworth
9605 (P. lines). [C1008]

1948 Humber Hawk, 30,000 miles, grey, cloth
upholstery; £515.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd.,
Temple Fortune Golders Green, N.W.11. Speed
well 9602. [C2019]

1952—Humber Super Snipe, black, in excellent
condition.

6255 (FINCHLEY), Ltd., Odeon Parade, North
Finchley, London, N.12. Tel. Hillside 1044. [7601]

1951 Humber Imperial saloon, immaculate, grey,
heater; £1,075.—Bates, Appledore 325, Kent.
[7605]

HUMBER Hawk 51 model, nominal mileage, one
owner; £650.—Valentine 4674 before 10 a.m.

1939 Humber Snipe saloon, guaranteed; £420, par-
tially—Oldfield, 586, Kensington High St.
W.14. Wes. 6631. [C3029]

1949 Super Snipe, black, heater, immaculate, one
owner; £595.—Kirkwood Cars, 78, Streatham
Hill, S.W.2. Tulse Hill 1283. [C2037]

HUMBER

1950 model Humber Super Snipe, radio and heater;
£585.—G. K. Harper, Stevenage 700. [7567]

1949 Humber Super Snipe, grey, ivory leather; £545.
Odeon Motors, Ltd., Barnes 1100. [C3038]

1950 Humber Super Snipe saloon, heater, radio,
immaculate; £685.—Rutalip Motors, Ltd., West
End Rd., Ruislip. Ruislip 4340. [7554]

HUMBER Hawk, 1951, black, heater, one owner,
1 genuine 5,800 miles, as new; £490.—Wells, 94,
Locking Rd., Weston-super-Mare. Tel. Weston 4150.

£945—Phase II Humber Pullman limousine,
1949, in black, built-in heater, etc., moder-
ate total mileage and in extremely good condition all
round.

£395—1939 Humber Pullman limousine, dis-
tinctly above average condition throughout,
used privately, reasonably moderate mileage, winding
division, face-forward occasional, upholstery in good
condition, excellent tyres.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel.
2041. Open till 8 p.m. Write for catalogue. [C1035]

WALTER SCOTT, Ltd.—1949 Humber Pullman
limousine, black, 25,000 miles; £925.—39, Col-
lege Crescent, Hampstead, N.W.3 (Swiss Cottage Tube).
Pri. 5914. [C3006]

1951 model Humber Super Snipe Mark III saloon,
one owner, 24,700 miles, bargain at £695;
also new Humbers.—The Bucks Motor Co., Ltd., Ayles-
bury 164. [7561]

£565—Super Snipe Mark II, 1949, extremely smart
and mechanically excellent.—Richards &
Car, 25, Kinnerton St., Wilton Place, London, S.W.1.
Sloane 5424. [C3045]

HUMBER Hawk, 1951, one owner, many extras, ex-
cellent condition, privately owned.—Offers to Park-
stone Motor Co., Ltd., Parkstone, Dorset. Tel.
Parkstone 1551. [7425]

17000 miles—1949 Humber Super Snipe, black
with brown leather upholstery, one owner,
kept in new condition.—Broadway Motors, 67, High St.
Hounslow, Hou. 0175. [C1028]

JACK ROSE, Ltd., offer: 1952 (August) Humber Super
Snipe saloon, in black, 10,000 miles, one owner;
cost £1,650, accept £945, Stafford Rd., Wallington,
Surrey. Wallington 6677-8. [C3056]

1951 (October) Super Snipe Mark III saloon, black,
red leather, heater, perfect in every detail,
18,000 miles; £620, private owner.—Gordon, "Tren-
holme," Caterham, Surrey. Tel. 642. [7503]

HUMBER Imperial saloon, black, 1939, radio and
heater, loose covers, chauffeur maintained,
mechanically 100% indistinguishable from new car;
£675.—Campbell Symonds, Wembley 6262. [C1037]

HUMBER Super Snipe 16hp 6-light saloon, black with brown
hide interior, good runner and ideal hire car, bar-
gain; £580.—Dallis, Garage, 284, Nether St., Finchley
London, N.3. Fin. 7300. [7417]

NAVY & ROOT—1951 Humber Hawk saloon,
black, beige hide, radio and heater, immaculate con-
dition, excellent value; £695, written guarantee—25,
East Hill, Clapham Junction, S.W.11. Batt. 2252.
[C3022]

1952 Humber Pullman Estate Car, finished in
natural wood and satin bronze, 4,000 miles
only, the largest and most luxurious utility.—Taylor
& Crawley, 85, Kensington Court, W.8. Western 6015,
[C4056]

1948 Humber Hawk saloon, steering column gear
change, radio, heater, Ace Kimbellshers, two
owners; £495.—Cattermole (Garages), Ltd., 79/89, Pen-
tonville Rd., Nr. Kings Cross Station, N.1. Tel. 1001.
[7563]

HEARSE Phase III (unregistered) 5-door, 6-Bearer
Deluxe Coachwork, lavish equipment, exclusive
design (ready service) competitive price, brochure
despatched.—Aipe & Saunders, Providence Court,
North Audley Street, Mayfair 2941. [C1006]

LIMOUSINE 1947, Pullman, partition, forward occa-
sional, black, mileage 28,000, original private
owner; £765.

LIMOUSINE, 1949 (new look) Pullman, black, par-
tition, leather throughout, bargain, selection from
£695.

LIMOUSINE, 1950/51, partition, forward occasional,
leather throughout, radio, heater, small mileage,
low cost, type & Saunders Providence Court, North
Audley Street, Mayfair 2941. [C1006]

Humber Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Humber
cars.—520, Euston Rd., N.W.1. Euston 1212.
[10072/R]

R
ROOTES, Ltd.

DISTRIBUTORS

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM—Lower Temple St. (Central 8411.)

ROCHESTER—(Chatham 2251.)

WROTHAM Heath—(Borough Green 4.)

MAIDSTONE—(Maidstone 5535.)

MANCHESTER—129, Deansgate. (Blackfriars 6677.)

CANTERBURY—(Canterbury 3252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1.
Tel. Grosvenor 3401. [0106/R]

R
ROWLAND SMITH'S, The Car Buyers—Highest cash
prices for Humber—Hampstead (Tube), N.W.3.
Ham. 6041. [W4018/R]

B
J. HUNTER, Ltd. offer:

FOR immediate purchase of your Humber Super Snipe.

B
J. HUNTER, Ltd., 22, Cricklewood Broadway,
N.W.2. Tel. Gladstone 6303. [C2046]

HUMBER in good condition for cash.—Tel. Valentine
4674 before 10 a.m. [W2018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hummer Cars Wanted
Privately owned Super Snipe—5, Bras Court, Kingston Hill, Surrey. Tel. 2766. (W2057)

PULLMAN limousines wanted. Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4251. (0550/R)

H F. EDWARDS urgently require good Hummer for immediate cash; distance no object; details please to 200, Great Portland Street, London, W.1. Tel. Langham 0012. (W2005)

7-PASSENGER 1946/48/50/52 Linousines and Imperial Saloons, also private 1956/59 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (W1005)

BIRMINGHAM and Midlands—Low-mileage Hummer modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (0096/R)

CRIPPS, of Nottingham, urgently require all types of Hummer cars, recent models; send full particulars. R. Cripps & Co., Ltd., The Hummer Distributors, Parliament St., Nottingham. Tel. 46581. (0553/R)

DE NORMANVILLE car boxes—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. (0780/R)

THE Hummer Specialists for all spares—Ring Up Linds 3637. See advt. under Parts & Accessories. (0598/R)

INVICTA

BARTLETT,—Invicta Classic 100 m.p.h. chassis, 2-4-seater, rebuilt at cost of over £500; price £475, -27a, Penzance Road, W.1. (C1013)

1946 Invicta, 30,000 miles, reconditioned ordinary gear box, unique opportunity to acquire luxury motorcar, £645—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

JAGUAR

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)
HENLY House, 365, Euston Rd., N.W.1. (Euston 4444)
DEPOTS at:—
MANCHESTER (Blackfriars 7843),
BRISTOL (Bristol 21326),
BOURNEMOUTH (Bournemouth 6314),
NORTHAMPTON (Northampton 907),
CAMBERLEY (Camberley 77),
HOUSLOW (Houslow 3454),
FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477), Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Guliver 4141).
HENLYS, Ltd., England's Leading Motor Agents, (0027/R)

SLOCUMBS, Ltd.
choice of 2, both 1951, low mileage, £1,025 standard model; £1,125 with many extras; H.P. and part exchanges welcomed; existing H.P. accounts settled.

WE close at 7.30 p.m. (Saturdays 6 p.m.). Write call or telephone—Slocombs, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)

ROSE & YOUNG, Ltd., offer:—
1951 Jaguar Mark V saloon, low mileage, fitted radio, loose covers, chrome rims, etc., unmarked, much grey. £965.

1951 XK120, 6,000 miles, spare unused, one owner, metallic silver; £1,065—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. (C3057)

BRADSTOCK MOTORS offer:—
£995—1951 (March) Jaguar XK120, black with beige and red leather, all modifications fitted, dual exhaust, high lift cam, lightened flywheel, etc., plastic hood, wing mirrors, blinkers, a specimen example of this famous car. (W555)

£545—1948-9 Jaguar 3½-litre drop head coupe, black with brown hide, fitted heater, wing mirrors, in excellent condition throughout, a first-class example of this rare and desirable car; terms, exchanges—Bradstock Motors, Chase Rd., Epsom, Tel. Epsom 635. (W555)

CHARLES FOLLETT, Ltd., offer:—
1952 Jaguar Mark VII saloon, black, red leather, one owner, radio, screenwash, loose covers, exceptional condition throughout, £1,525, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off E. Main Ave., W.3. Cunningham 5056. (C2010)

GUY RALMON AUTOMOBILES offer:—
1952 Jaguar 3½-litre Mark VII saloon, one owner, low mileage, £1,375—Portsmouth Rd., Thames Ditton, Emblebrook 5551-2-3. (C4001)

1950 Mark V Jaguar, black, one owner; £825.
HALLS (FINCHLEY), Ltd., Odion Parade, North Finchley, London, N.12, Tel. Hillside 1044, (7600)

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1952 Jaguar Mark VII grey, with red leather, 7,000 miles, £1,525.

1951 Jaguar XK120, grey and beige leather, all modifications, wire wheels, racing seats and green, spare rear axle, one of the latest models in the country, £1,250.

1950 Jaguar Mark V, grey with blue leather, one owner, since new, £975.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

JAGUAR

BERT MASON SPORTS CARS offer:—
£265—Jaguar 1½-litre saloon, special equipment model, H.M.V. radio, discs, etc., 1939, always a selection of Jaguars.

BERT MASON SPORTS CARS, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. (7605A)

1953 Mark VII, black, 10,000 miles, radio; £1,590.
1951 XK120, black, perfect condition, not raced, £1,055—Mansfield Autos, Ltd., Euston 2587.

11 Chipstead, Motors, Ltd.—See our advertisement under Sports Cars. (C1046)

1953 (April) Jaguar Mark VII saloon, 5,000 miles, black, taxed year; £1,695.
R IPOO, Ltd. (Jaguars purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. (C3052)

1953 Jaguar Mark VII saloon, black, 350 miles, 3 weeks o.d.; £1,795—Box 0156. (7462)

1949 3½-litre saloon, grey, radio, heater, snip £525—Campbell Symonds, Wembley 2682.

£85—1954 S.S. Jaguar 4-seater sports; consider part exchange for smaller h.p. sports car.—Tel. Luton 5408. (7440)

1952 (March) Jaguar Mark VII saloon, black, brown hide, small mileage, as new; £1,520.
1948 Jaguar 3½-litre d.h. coupe, grey, good hood, very nice condition, guaranteed; £1,046.
Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. (C4011)

BEARTS OF KINGSTON, Jaguar specialists, sales, spares repairs—102 London Rd., Kingston. Tel. Kin 5349. (0081/P)

XK120 black, unraised, twin exhaust, other extras, beautiful condition, 1951—Write Box 0192. (7650)

1947 Jaguar 3½-litre saloon, splendid condition, £545—Autowork, Ltd., Winchester. Tel. Winchester 4854. (C1010)

1953 (July) XK120, ivory tan leather, fitted seat covers, screen washers, heater, 1,200 miles; £1,775—Box 0194. (7652)

1952 Jaguar Mark VII saloon, one owner, immaculate, £1,495—Imperial Motor Mart, Royal Crescent, Cheltenham 2065. (7375)

1953 Jaguar Mark VII saloon, 7,800 miles, grey with red leather, and heater, an absolutely immaculate car, one owner, £1,695.

W J. BROWN, Ltd., established over 30 years, 339, Finchley Rd., N.W.5. Hampstead 4414. (C1025)

1952 Jaguar Mark VII, 8,000 miles, absolutely immaculate; £1,495—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (C4096)

£795—Magnificent Jaguar Mark V de luxe 1950 saloon, 1950 model but literally looks and runs like brand new, choice of two—Below.

£535—1948 Jaguar 3½-litre de luxe saloon, spotless condition, magnificent value for the money, choice of three—Below.

£495—1946 Jaguar 1½ saloon de luxe, in excellent condition, carefully used by late owner. Below.

£265—Immaculate and spotless 2½-litre Jaguar de luxe saloon, far above average condition, 3 months guarantee, hire purchase, exchanges, LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

JAGUAR 1953 Black Mark VII, H.M.V. radio, very carefully maintained; £1,750—Godrich, 31, Richmond Hill Rd., Birmingham. Edgbaston 2628. (7431)

XK120—1950 (Sept.) 17,000 miles, white, blue upholstery, never raced, extras, excellent condition; £1,015—Tel. Epsom 8, Mare 1359. (7512)

475—Jaguar 1947 3½-litre saloon, gunmetal, sliding head, leather, heater, radio, excellent condition; terms, exchanges—Rowland Smith, below.

365—gunmetal, leather, heater, excellent condition; terms, exchanges—Rowland Smith, below.

195—Jaguar, November, 1937, 2½-litre saloon, black, tan upholstery, leather, very good condition; taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

JAGUAR 1½ saloon, December 1946/47 model, black, beige leather; £500—Blue Star Garage, 63, Fortune Green Rd., West Hampstead, N.W.6. Ham 2211. (C4031)

1950 Mark V saloon, finished in gunmetal grey with red leather, radio, heater, etc., a one owner car; £845—Robbins, East Putney, Tel. 4581. (C3010)

XK120 Jaguar, 1951, racing modifications, excellent condition throughout, £985; terms and exchanges—25, Watford Rd., Kings Norton, Birmingham. Tel. 2627. (W516)

1951 XK120 checked by main agents and mechanics, a nice car, first 2975 secure, Wadhams Garages, Ltd., Weston 8, Mare. Tel. 269. (7594)

1951 model (Nov. 1950) Mark V Jaguar saloon, black, approximate mileage 10,000, absolutely immaculate; accept £900—Bowles, 2, Elm Park Court, Pinner, Middx. Tel. 494 or 360. (C1085)

1953 Jaguar Mark VII, pastel blue, blue interior, under 9,000 miles, R.M.V. radio; best offer over list price—Malcolm Motors, Ltd., Broadway, Leigh-on-Sea, Leigh-on-Sea 78208. (6834)

100 very low mileage, original condition, one elderly owner thirteen years, engine, steering, brakes, transmission, suspension, etc., faultless, lavender grey, red leather—111, Shirley Drive, Hove. (7619)

XK120—1951, 24,000 miles genuine, unraced, exceptionally well maintained, fitted heater, taxed, £985; terms, exchanges—Rudds, Central Station Approach, Worthing 4633. Evesham 35905. Arundel 3169. (7574)

1952 (July) Jaguar Mark VII saloon, mileage under 12,000 only, one owner, colour grey with red upholstery, immaculate condition; £1,595.
R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. (C3011)

JAGUAR

CAMDEN MOTORS for Jaguars—Mark VII saloon, 1952 model, carefully used and in extremely good all-round condition, usual extras, seat covers, screenwash, etc.; £1,595.

CAMDEN MOTORS for Jaguars—Mark V saloon, 1950, fitted radio and heater, low mileage, one owner cars, choice of two, one 2½-litre, one 3½-litre, from £845.

CAMDEN MOTORS for Jaguars—Very scarce drop head four-seater coupe, 3½-litre model, Dec., 1948, right-hand drive, two careful owners, almost new hood and new Goodyear all-weather tyres, built-in heater, pass lights, etc., outstanding value; £595.

CAMDEN MOTORS for Jaguars—3½-litre sports saloon, 1948, silver-grey with grey leather, expertly maintained, recent Ruksaased underbody protection, engine just decocked serviced and tuned; £575.

CAMDEN MOTORS for Jaguars—3½-litre sports saloon, 1947, attractively finished in bronze with red leather, reasonably moderate mileage; £485.

CAMDEN MOTORS for Jaguars—3½-litre sports saloon, 1947, lower mileage and later registration than above, Motorola radio, heater, loose seat covers; £545; also one in grey with similar extras but no radio at £525.

CAMDEN MOTORS for Jaguars—3½-litre competition model 100 2-seater, 1939-9, very striking appearance in pastel blue with cream leather interior, reconditioned mechanically in August last year, full equipment, hood, tonneau covers, 12.48, in black with guards, badge bar, Windtones, pass lights, outstanding condition; £490.

CAMDEN MOTORS for Jaguars—3½-litre sports saloon, 1950, excellent chassis and engine, coachwork original and now undergoing complete respray in our own workshops; £295.

CAMDEN MOTORS for Jaguars—2½-litre sports saloon, 1938-9, fitted Smiths heater, fog and pass lights, etc., outstanding order; £295.

CAMDEN MOTORS for Jaguars—1½-litre 14hp sports saloon, 1949 model, in black with tan leather, moderate mileage and a nice car all round; £595, also a special equipment model with D.R.H. radio, heater, discs, etc.

CAMDEN MOTORS for Jaguars—1½-litre 14hp sports saloon, late 1946, beige with red leather, comprehensively overhauled by distributors June this year, all new Fort Dunlop, discs, etc.; £475.

CAMDEN MOTORS for Jaguars—1½-litre 14hp sports saloon, 1940 exactly the same as 1947, coachwork quite immaculate (just had £45 spent on complete recellulose), general mechanical condition even better than appearance, a really nice car; £395.

CAMDEN MOTORS for Jaguars—1½-litre sports saloon, 1939, engine reconditioned some 5,000 miles back, particularly good mechanical order with original coachwork; £545.

CAMDEN MOTORS for Jaguars—1½-litre sports saloon, 1950, later registration than above and attractively finished in satin bronze with special pigskin upholstery, a nice car all round; £565.

CAMDEN MOTORS for Jaguars—The above cars are just a few models picked at random from our amazing selection of Jaguars—Call, write or phone for details.

CAMDEN MOTORS, the Jaguar Specialists, Leighton Buzzard Beds. Tel. 4011. Open till 8 p.m. (C1085)

1948 1½-litre Jaguar SE saloon, lavender grey, delightful condition throughout, radio, taxed, December; written guarantee; £595—London Cars, 592-6, Greenford Rd., Greenford, Middx. Walslow 2645. (C2057)

JAGUAR Mark V, original works car, registered July, 1950, fitted with Mark IV coachwork, in exceptional condition, first registered July, 1953, high compression engine, 2.7 back axle, 400 miles only, £2,250 (part exchange welcomed)—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C4014)

1953 XK120 fixed head coupe, right-hand drive, red leather, first registered July, 1953, high compression engine, 2.7 back axle, 400 miles only, £2,250 (part exchange welcomed)—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C4014)

£865—XK120—the cheapest ever! Left-hand drive reg. 9.11.50, silver grey with red hide, excellent condition, any inspection, makes just red need new, 5000 assembly almost new tyres; terms, exchanges—Remfry Motors, 362, Anahy Rd., Hull. (7519)

1949 1½-litre Jaguar, special equipment model, radio, loose covers, tan upholstery, five almost new tyres, 22,000 miles, one owner and new battery, owner taking delivery new car; £600—G. D. Green, Hockington House, Willington, Sussex. Tel. Hampden Park 11. (7513)

1938 Jaguar 1½-litre sports saloon, excellent condition mechanically and beautiful appearance, open to inspection; £275 or £35 deposit, balance 18 months, exchanges, insurance; 50 cars always in stock; cars bought and sold on commission—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (7651)

1938-39 3½-litre drop head, finished in original gunmetal cellulose, excellent interior, original maps, etc., excellent tyres all round, post-war Ekro radio, loose covers, two sets of Lindtore horns, recently fitted new mohair hood; this car is equal to, if not better than, some 1948 models of this marque; £500 o.n.o.—Lee 8369. (7628)

XK120—(one owner) 1951, a very potent and successful example, in immaculate internal and external condition, ivory coachwork, pigskin and red upholstery, £200 of special modifications including twin exhausts, high lift camshafts, lightened flywheel, special clutch, 8.1 pistons, the best offer over £590—Waiter Fred, Mayfair 7111 or Western 0544. (7571)

JAGUAR 3½-litre late 1938 Super Sports four-seater d.h. coupe, a magnificent 100% motor car, fitted many special features, see this car you would have to try it and afterwards to buy it, it is most economical and its performance is from 9 to 90 in top gear in silence (two exhausts, twin carburetors, lightened flywheel, private bargain, 300 miles, trial photo available to genuine buyer; £280—18, Clarence Rd., Manchester 21, Chorlton 3558. (C1018)

XK120—genuine 6,000 miles with every latest modification to chassis and body, including self-adjusting brakes, latest-type wings, air conditioning, 8 wave-bass radio, probably the finest, fastest of its type, without doubt the best conditioned and equipped car in the country, over £700 spent in improvements, privately owned, many spares including set of 12—Tel. Museum 0667, after 6 o'clock Finchley 5030. Address 33, Tottenham Court Rd., W.1. (7590)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1953 Jaguar Mark VII saloon, heater, etc. 225 miles.—Green & Zonis, Ltd., 256/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (C2028)

MARK VII, 1952, heater, loose covers, screen washers, etc., 10,000 miles, immaculate condition, been maintained by Jaguar agent, guaranteed mechanically perfect, one owner; £1,595 or near offer.—Apply 8, T. Belton, Esq., Tower Rd., Boston, Lincs. (6791)

1950 Mark V Jaguar saloon, finished grey with grey leather upholstery, fitted heater, H.M.V. radio and 3 good tyres, with Goodyear unpuncturable inner tubes in exceptional condition, £900 or offer, insurance and h.p. terms arranged.—Wadham Bros., Ltd., Automobile House, Banister Rd., Soton. Tel. 2991-ext. 56. (7531)

Jaguar Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jaguar cars.—150 Park Lane, W.1. Grosvenor 5434. (0873/R)

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

C COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar car, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (0254/R)

S SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. (W4002/R)

JAGUAR wanted in good condition for cash.—Valentine 4674 before 10 a.m. (W2018)

OFFER your Jaguar to Rudds, 65, Victoria Rd., Central Station, Worthing 4635. (6422)

BARTLETT.—Jaguar XK120 urgently required.—27a, Fernside Villas, W.11. (W1013)

FULL value paid for Jaguar or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

PRIVATELY owned XK120.—S. Brae Court, Kingstons Hill, Surrey Tulse Hill 2768. (W3037)

XK120 wanted in good condition for cash.—Valentine 4674 before 10 a.m. (W2018)

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 8030, Seven Sisters Rd., Tottenham, N.15. (0180/R)

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex, Ealing 5841. (W3041)

1946 39 1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wavlo 2645. (W2057)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (0843/R)

H. F. EDWARDS urgently require good Jaguar for immediate cash; distance no object; details please to—200, Great Portland Street, London, W.1. Tel. Langham 0012. (W2003)

Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford, (Ealing 3477).

SPARES and replacement engines for all models from 1935.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs (0563/R)

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13

FULL stock of spares, Jaguar repairs and maintenance.—Service Station: Green Lane, W.13. Palmers Green 3631-2-3. (W4002/R)

PREKLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22394. (0450/R)

REPAIRS.—Reconditioned guaranteed gear boxes shock absorbers, parts.—10, Winchester Mews, N.W.3. Frim. 6159. (0136)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. (0435/R)

LEOHARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford Middlesex, Ealing 3400. (0528/R)

LANCASHIRE specialised sales, repair and spare parts service large stock available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4090, Deansgate, Manchester. Tel. Deansgate 4507. (0391/R)

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue Wembley Arnold 1154-5. (0719/R)

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. (0640/R)

£120 buys a special bargain.—See Metamot famous for 12 conversions.—98B, Belsize Lane, N.W.5. Hampstead 8231. (0527/R)

UNREGISTERED Jeep, fitted new utility body, special offer: £245.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043)

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 5013-0621. (0241/R)

STANDARD open Jeep, unregistered, new engine, vehicle completely overhauled, new hood and seats. £225.—T. P. Breen, Ltd., High Rd., Whetstone N.20. H.L. de 2395. (7379)

JEEP

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester, Tel. 4354. (C1010)

REBUILT Jeeps (full guarantee equivalent to a maker's own vehicle taken part exchange, H.P. terms available.—Mansell & Fisher (See Jeep Spares below) (C3066)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.

—Jeep spare parts, home and export; all spares stocked, exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick London, W.4 Chiswick 1919. (0033/R)

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Eamstead (Tube), N.W.3. Nam. 6041. (W4018/R)

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4733. (S3066)

JENSEN

BROOKLANDS: Individuality, new and used cars

New Jensen Interceptor saloon available.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. (C1029)

JOWETT

WELBECK MOTORS, Ltd., Jowett enthusiasts specialists and largest stockists in the country.

We offer the finest red Jowetts in the country. Every Jowett we sell is covered by our unique no-condition, no-reservation, 3-month guarantee, under which any defect is made good free of all charge.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 5991 (6 lines). If you are thinking of buying a Jowett Javelin or Jupiter, new or second-hand—first consult Welbeck Motors. We will gladly demonstrate one of these cars anywhere in England without the slightest obligation, until you drive a Jowett you'll never realise what you are missing in motoring, up to 6 passengers in comfort, 50m.p.h. 50m.p.h. and the handling qualities of a £3,000 thoroughbred. (C4049)

1952 Jupiter in British racing green, 8,000 miles, a new car, £765

1952 Jupiter in red, 9,000 miles, taxed, original tyres still very good, £750

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 5991 (6 lines). If you are thinking of buying a Jowett Javelin or Jupiter, new or second-hand—first consult Welbeck Motors. We will gladly demonstrate one of these cars anywhere in England without the slightest obligation, until you drive a Jowett you'll never realise what you are missing in motoring, up to 6 passengers in comfort, 50m.p.h. 50m.p.h. and the handling qualities of a £3,000 thoroughbred. (C4049)

1952 Jupiter in red, 9,000 miles, taxed, original tyres still very good, £750

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 5991 (6 lines). If you are thinking of buying a Jowett Javelin or Jupiter, new or second-hand—first consult Welbeck Motors. We will gladly demonstrate one of these cars anywhere in England without the slightest obligation, until you drive a Jowett you'll never realise what you are missing in motoring, up to 6 passengers in comfort, 50m.p.h. 50m.p.h. and the handling qualities of a £3,000 thoroughbred. (C4049)

C OF P.

CLARKE'S OF PIRBRIGHT.

THE Jowett centre of the south.

DISTRIBUTORS

NEW and used Javelins.

DELIVERY from stock:—

1952 Javelin de luxe saloon: £725.

1951 Javelin de luxe saloon: £675.

1949 Javelin de luxe saloon: £550.

ALL used Javelins are reconditioned.

DAY and night service in Guildford, Woking and Aldershot area.

SALES staff available at all times.

PIRBRIGHT, Surrey.

BROOKWOOD 2201-2 (C1049)

CAR MART, Ltd.

1951-2 Jowett Javelin de luxe, 9,000 miles: £695. (C1059)

NEWNHAMS, Ltd.

1951 Jowett Javelin de luxe saloon, green, one owner, £675.

NEWNHAM House 235-7-9, Hammersmith Rd., London W.6. Riverside 6446. (C3024)

B. J. HUNTER, Ltd., offer:—

1953 Jowett Jupiter coupe, unregistered, works mileage, shop soiled; bargain, £895.

1952 Jowett Jupiter sports coupe, fitted 1953 engine, carefully maintained, genuine 90 m.p.h.; £775.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. (C2040)

1952 Javelin, 8,000 miles: £695.—Below.

1952 Javelin, black, heater; 3 months' written guarantee, free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (Junction of North Circular and Gt. North Road). Three minutes Trolley E Finchley tube. Finchley 0052-55. (4066)

H. M. BENTLEY & PARTNERS, Ltd. offer:—

1952 saloon, 10,000 miles, £685

9 Alamein St., London, W.1. Tel. Grosvenor 5551. (C1018)

1951 Javelin de luxe saloon, grey/red leather, supplied by us, one owner; £725.—Below.

1938 Jowett 8 saloon, really excellent throughout: £195.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. (C4055)

1949 Javelin saloon de luxe black, beige leather, radio, heater and 30 m.p.h. 55 m.p.h. 55 m.p.h. (Nov.) Javelin de luxe saloon, black, beige leather, 1952 engine.—Colliver-Fisher Ltd., Northwood, Middx. Tel. 777. (7599)

JOWETT

F. FAIRMAN & SONS, Ltd., East Surrey Distributors. Complete Spares Stock.—Horley, Surrey. Tel. Horley 17. (0961/R)

OWNER offers Red Jupiter, regd. December, 1951, excellent order several extras: £650.—Speedwell 4304, 8 a.m. to 9 a.m. (7549)

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon. (0463/R)

JOWETT and Javelin agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). (0422/R)

1949 (May) Javelin de luxe, black, new engine just fitted, showroom condition: £575.—Buntings Motor Exchange, Harrow. Tel. 6225-6. (7599)

COUTER & GREEN, Jowett Main Agents.—Javelin C and Bradford spares and repairs, sales and service.—Eden Park Garage, 465, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. (0362/R)

1952 Jowett Jupiter 1½-litre 2-3-seater sports, one owner, outstanding condition, fitted heater, windscreen washers, taxed year; hire purchase terms.—Noel Roscoe, High Rd., Byfleet. Tel. Byfleet 270. (7596)

NAYLOR & ROOT.—1950 Jowett Javelin de luxe saloon, black, red upholstery, fitted radio and heater, almost as new throughout; £595, written guarantee.—21, East Hill, Capham Junction, S.W.11. Batt. 2252. (C3022)

1950 (Nov.) Jowett Javelin saloon de luxe, metallic grey, red leather, moderate mileage, one owner, radio, heater screenwash, taxed year, chauffeur maintained, serviced by us since new, highly recommended: £595.

GORDON WHITE & Co., Ltd., Gerrards Cross 2077-3. (7621)

595—Jowett Javelin 1952 model saloon, black, red upholstery, one owner, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (W4018/R)

1953 (delivered Dec. 1952) Jowett Javelin saloon, latest type gunmetal grey, red leather, several extras, unmarked condition; £765; many others; exchanges deferred terms.—John A. Truscott, S.W.11. 175, Westbourne Grove, W.11. Bayswater 4274. (C4035)

JOWETT Javelin, Jupiter and Bradford.—Full range of new and guaranteed used models on view at Jowett Sales, 7-9, Russell Parade, Golders Green Rd., London, W.11. Speedwell 8761 (10 lines). (0409)

CARS (London) Ltd., the London Distributors (0134)

Jowett Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. (0874/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 5991, largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year; we particularly need a 1952 Javelin de luxe saloon, and will pay a most exceptional price for such a car. (W4049)

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Jowett.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

JAVELIN in good condition for cash.—Tel. Victoria 2096 or 4674. (W2018)

JAVELIN and Jupiter wanted.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W3045)

Jowett Spares and Service

MILESTONE (SERVICE) GARAGE, Ltd., main agents, Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469; 2629. 508, Erith Rd., Bexleyheath. (0571/R)

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). (0009/R)

BIRMINGHAM main agents; large stock of spares.—For Frank Mosley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 13 Edg. 0916. (0549)

KINGSTON-ON-THAMES.—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kin. 2241-2. (C4055)

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. (0073/R)

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. (0729/R)

MOTORING to London? Bring your Jowett to the West End service centre for "Energo B.P. Lubrication" repairs, spares.—Wimbush's (Extd. 1760), Headfort Place Hyde Park Corner, S.W.1. Sloane 0151. (0167/R)

LAGONDA

GUY SALMON AUTOMOBILES offer:—

1953 (June) Lagonda 2.6-litre Tickford drop head coupe, Vantage engine, H.M.V. radio, rev counter, Ace Rimbellishers, screen washers, 1,250 miles, last regd. £3,021. (C4060)

1950 Lagonda 2.6-litre saloon, one owner, faults condition, passed out by makers; £1,395.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-5. (C4060)

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars" (C3041/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

BROOKLANDS: Lagonda distributors, latest models.

1952 Lagonda 2.6-litre saloon, 13,000 miles.

1951 Lagonda 2.6-litre coupe, immaculate.

1950 Lagonda 2.6-litre saloon, small mileage.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6

!! Chipstead Motors, Ltd.—See our advertisement

under "Sports Cars."

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.)

1938 V.12 4.5-seater drop head coupe, 10,000 miles, 51,000 miles total only.

1940 V.12 2.5-seater Rapide drop head coupe, 10,000 miles, 51,000 miles total only.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

W!! We shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines, Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. (C1060)

1938 Lagonda V.12 short chassis saloon, recent complete works overhaul, all latest modifications; £795.—Taylor and Crawley, 48 Kennington Court, W.8. Western 6015. (C4036)

LATE 1933 super sports Lagonda 16.80 pillarless saloon, cycle-type wings, exceptional original green leather interior, carpets match, finished black, superb chrome, perfect chrome waistline, in really fine mechanical condition throughout, all good tyres, taxed, really sporty, definitely economical, 100% reliable, photo; £150.—165, Paragon Rd., Wingham, Man- chester. Moss Side 3583. (C7647)

1937 Lagonda L.G.6 sportsman's saloon; this car was fitted with a virtually new engine in October last year, we also hold receipts for £200 spent on this car this year, full details will be supplied upon request, the appearance is excellent, the black cellulose is unmarked, the interior is upholstered in fawn with carpets to match, the performance is quite up to requirements, she has a genuine maximum of over 95, terms, exchanges; £495.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C9000)

£395!!—1957 Lagonda 4½-litre sportsman's 4-door 4-light saloon, an excellent specimen of this desirable series very much in original condition, black cellulose practically devoid of blemish with high quality leather upholstery, beautifully appointed interior, polished wood fillets and fascia, full range of instruments, several extra accessories, radio, twin melowtone horns, twin wing mirrors, fog and pass-lights; one enthusiast owner for some years past, the whole car in outstanding order with almost new Good-year all-weather tyres.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

DAVIES MOTORS, Ltd.—See our display advert on page 255. (S1080)

LAGO-TALBOT

!! Chipstead Motors, Ltd.—See our advertisement

under "Sports Cars."

LANCHESTER

GUY SALMON AUTOMOBILES offer:—

1953 Lanchester 14hp saloon, grey, 5,000 miles only, absolutely perfect; £1,065.—Farnworth Rd., Thame, Oxon. Farnworth 5551-2-3. (C4001)

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 14hp saloon (1953), black with brown leather, 3,000 miles only; £1,150. (Mayfair 4404.)

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.)

Service: 7, Herbrand Rd., Russell Sq., W.C.1. (Terminus 7464.) (C4022)

GUY ALFRED & Co., Ltd.—1949 Lanchester 11, car superb order; 6-7, Warren St., W.1. Euston 3268. (C1005)

1949 Lanchester 10 saloon de luxe, black/beige cloth, low mileage, one owner chauffeur kept, taxed year, in immaculate condition, £675.

GORDON WHITE & Co., Ltd., Gerrards Cross 2077-8. (C7622)

LANCHESTER 11.9, August, 1939, recently overhauled and sprayed, taxed December, excellent condition; £550.—461, Norwood Rd., West Norwood, S.E.27. Gipsy 5737. (C7576)

ROY'S offer: 1939 Lanchester 11 de luxe saloon, good; £265; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station) Euston 2700 and 8694. (C3059)

Lanchester Cars Wanted

CARR'S MOTOR MART require carefully used Lanchester.—Euston 4110 and 3523. (W1040)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Lanchester Spares and Service

PRESLECTOR gear boxes—H. & A. Engineering, 35, Grant Rd., Addisoncombe 2931. (C1046)

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. (C0689)

ARCOT ENGINEERING, Ltd.—Pre-jected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (C0237/R)

A. LEVY'S, Victoria Rise, Clapham, S.W.4. Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. (C0442/R)

LANCIA

MAIDSTONE ENGINEERING Co.

THE Northern Lancia Specialist, offer:—

CHOICE of four Lancias, 1937-9, from £450; Standard Aprilias.

LANCIA Astura Farina sportsman's saloon, 1939

CROSS St., Pendleton, Salford, 6, Manchester, Tel. Pen. 3457. (C5000)

JOHN S. TRUSCOTT, Ltd., for Lancia.

ALSO many other makes.

173, Westbourne Grove, W.11. Bayswater 4274. (C4035)

£425—Lancia Aprilia 1938 4-dr. saloon, superb mechanically, bills for hundred pounds spent recently; many others.

BENNETT'S, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)

1937 Lancia Aprilia blue with blue upholstery; £425.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. (C2061)

LANCIA Dilemba saloon, Weymann, black, exceptional condition throughout; £250, to be seen by appointment.—12, Weymouth Mews, London, W.1. Langham 1991. (C7016)

£550—Lancia Dilemba 8-cyl. 1937 Continental saloon, black chrome, red interior, radio, all extras, just repainted and overhauled, new tyres, immaculate condition throughout, photo on request.—Bull, Forest Green 2459, Maidenhead. (C7658)

Lancia Cars Wanted

PERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

REQUIRED, good used Lancia Aprilia or later model.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 112. (W2009)

MAIDSTONE ENGINEERING Co. require Lancia cars for cash.—Cross St., Pendleton, Salford 6, Manchester. Pen. 3457. (C9000)

KEVILL, DAVIES & MARCH, Ltd. will buy second-hand Lancias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. (W2054/R)

LANCIA—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. (W4035)

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alorton, Wembley. (Perivale 5656.) (C0320/R)

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1948 Lea-Francis 14hp saloon, opportunity to acquire hand-made car at very moderate price of £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6305. (C2040)

CHARLES POLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer the following:—

1951 Lea-Francis 14hp sal., black, one owner, 28,000 miles, heater, completely serviced and guaranteed; £665.

1950 Lea-Francis 2½-litre streamlined sal., black, sun roof, special red leather, heater, radio, screenwash, Ace Rimbellishers, complete overhaul in our service station 5,000 miles ago; £1,025.

1950 2½-litre sports 2-seater, one owner, 24,000 miles, only, fitted high compression pistons and many extras, terrific performance, colour gunmetal, wind-up windows; £825.

1949 Lea-Francis 14hp streamlined sal., black, 37,000 miles, serviced and guaranteed; £825.

IMMEDIATE delivery of new Lea-Francis 14hp sal. Special, colour black and silver grey, heater and demister, one only, at new list price £1,261/19/2, including P. Tax.

18, Berkeley St. W.1. Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

1948 Lea-Francis saloon, one owner, exceptional condition; £565.—Autowork, Ltd., Winchester, Tel. Winchester 4834. (C1010)

GUY ALFRED & Co., Ltd., 1950 Lea-Francis 2½-litre, 2/4-seater sports tourer, 7,000 miles, as new.—6-7, Warren Street, W.1. Euston 3268. (C1005)

1951 (Mar.) Lea-Francis sports 4-seater tourer by Westland, red brown leather, one owner, 21,000 miles, many extras, as new; £235.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

£845!!—1951 Lea-Francis 14/70 saloon, immaculate, lately finished in black with interior leather upholstery in equally unblemished condition, a one-owner car of very low mileage indeed and in practically faultless mechanical order.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Write for a catalogue. (C1035)

695ms.—Lea-Francis, 1949 14hp Mark V streamlined sports saloon black, fawn leather, built-in head lamp, i.f.s., 14 V. radio, twin pass lights, castfully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hampstead 6041. (C0618)

£595—1949 Lea-Francis sports 2-4-seater, new engine (mileage only 600), an enthusiast's car with all-weather equipment; three months' written guarantee; free after-sale service; usual h.p. facilities.—Harold Blincoe, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. (Junction of North Circular and Gr. North Road.) Three minutes Trolley E. Finchley tube. Finchley 6052-53. (C4065)

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.

FOR IMMEDIATE purchase in your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6305. (W2040)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. (C0595/R)

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. (C0392/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. (C0595/R)

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (C0747/R)

LINCOLN

LINCOLN-ZEPHYR, 1941, i.h.d., this very rare model was imported immediately post-war under diplomatic licence and is registered 1947, a completely reconditioned engine was fitted some 8,000 miles back and included in the specification are dual ratio gears on all forward speeds giving a petrol consumption in maximum—high in excess of 20 mpg; this magnificent vehicle is finished in dual-tone mist green with chrome Ace Rimbellishers, traffic wipers, and full chrome mouth-bar front; amongst the interior fittings are, of course, push-button radio, heater, demisters, and a set of brand new green tartan Tygan loose covers; an investigation into the past history of this car would seem to indicate that it was manufactured approx. October, 1940, but in appearance it is indistinguishable from the majority of high-class post-war American saloons; offered at the unrepeatable price, with 3 months' guarantee, of £450; terms, exchanges, etc.

GRAY'S CARS (LONDON), Ltd., 277, Green Lanes, London, N.13. Palmers Green 2365. (C7629)

MASERATI

2.9-litre Grand Prix, in immaculate condition, very sound car, now road equipped with tool seats, many spares taxed; £550.—T. Woot, Tel. Doncaster 49340. (C7572)

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1935 Type 290 23hp 4-5-seater cabriolet, right-hand steering, blue with grey leather; £375.

1937 Type 540K cabriolet, B. right-hand steering, black with beige leather, in exceptional condition throughout; also one only 170V 14hp 4-door saloon, left-hand steering, light metallic blue, beige leather, maroon loose covers fitted—Victoria 9715. (C3003)

1937 Mercedes-Benz 2900 model, recellulosed and rechromed, black with fawn real leather interior and new black hood, full 4-5-seater coupe, all excellent tyres, taxed for the year, a fast touring car with a moderate petrol consumption of 24 mpg, fitted new chrome pass lamp; £375.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C9000)

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 5144. (C4735)

MERCUY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (C0748/R)

£575—Post-war Mercury de luxe saloon R.H.D. (registered 1948) 6-seater, radio and heater, traffic wipers, abundance of chrome, a magnificent car; exchanges, terms.—Folmers, 4, Russell Gardens Mews, Kennington, W.14. Park 9704. (C3054)

PC

PERFORMANCE CARS

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. T.C. 2-seater roadster, 1949, £495; M.G. T.C. 2-seater, roadsters, 1947, £425.

M.G. T.A. 10hp Tickford coupe, 1939, £265; M.G. T.A. 10hp 2-seater, 1937, £275.

M.G. T.A. 10hp 2-seater, 1938, £295; M.G. P.B. 8hp 2-seater, 1935, £245; M.G. P.B. 8hp 2-seater, choice of three; from £225.

M.G. J.2 8hp 2-seater, 1954, £195; M.G. 1½-litre 4-door, 1939, £195.

M.G. 1½-litre V.A. tourer, 1938, £295; M.G. 1½-litre V.A. sports saloon, 1937, £265.

M.G. 2-litre 16hp tourer, 1936, £225; M.G. 2-litre 16hp sports saloon, 1936, £245.

M.G. 2.6-litre sports saloon, 1939, £365; M.G. J.1 8hp 4-seater, 1935, £95.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8841), or 107, New Cavendish St., Great Portland St., W.1. (Museum 6221). (C3041)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

DICKS.
1948 M.G. TC sports 2-seater, very attractive and fast car; £595.
DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)
RAYMOND WAY.
RAYMOND WAY of Kilburn.
RAYMOND WAY. The hire-purchase specialists.
1953 M.G. T.D. 4,000 miles, fitted extras, taxed December, immediate delivery; £699s.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY. Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150yds). (C4047)

H BEART & Co., Ltd. offer:—
1953 (new) M.G. T.D. 2-seater for immediate delivery—102, London Rd., Kingston-on-Thames, Tel. 3348. (C1081)

CHARLES POLLETT, Ltd. offer:—
500 miles only.—1953 M.G. T.D. 2-str., stone colour, opportunity to acquire car as new under list price; £710.
18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores: Barnside Yard, off Eigin Ave., W.9. Cunningham 5556. (C2010)
CLANFIELD LAWRENCE offer:—

1951 M.G. 1½, saloon, one owner, 25,000 miles, maroon, excellent throughout; £675.
1949 M.G. T.C. sports, ivory/green, 25,000 miles, exceptional condition throughout; £485.—407, High Rd., N.12. Finchley 0991. (C2053)
PARADE MOTORS (MITCHAM), Ltd. offer:—
1949 M.G. TC, green, twin spares, chrome luggage rack, Windons horns, full tonneau covers, taxed year; £465.
1949 M.G. TC, full tonneau cover, luggage grid, host of extras impossible to list, taxed; £450.
1946 M.G. TC, black, Jumbo tyres all round, bumper bars front and rear, twin tone horns, "Flamethrower" spotlight, taxed; £390.
1939 M.G. VA 12hp 4-door saloon, immaculate throughout; £365.
1938 M.G. T.D. red and silver, outstanding condition; £285.
1930 M.G. M type 2-seater, red and cream; £85.

PARADE MOTORS (MITCHAM), Ltd. 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C5036)

COOMBS & SONS (GUILDFORD), Ltd. offer:—

1950 M.G. T.C., colour maroon and beige leather; £495.
COOMBS & SONS (GUILDFORD), Ltd. Portsmouth Rd., Guildford. Guildford 62907-8-9. (C1057)
ROY'S offer 1939 T.A. drop head sports coupe, taxed, £295.
ROY'S offer 1937 T.A. 2-seater, £269; also 1939 1½ sports saloon £390, h.p. and exchanges—480, Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station) Euston 2700 and 8894. (C5059)
!! Chipstead Motors, Ltd. See our advertisement under "Sports Cars." (C1946)

£295!!! 1938 M.G. 1½hp sports saloon, magnificent bodywork, 100% chassis, below.

£475 1949 M.G. T.C. sports 2-seater, really genuine and immaculate motor car, beautifully maintained; choice 2 others; 3 months' guarantee; hire purchase, exchanges—480, Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station) Euston 2700 and 8894. (C5059)

1950 T.D. M.G., 27,000 miles, sports record, engine, immaculate; £565.—Amold 4601. (C2017)

1951 M.G. 1½-litre saloon, maroon, radio, heater perfect; £725.—New Cross 1338. (16966)

1952 T.D. M.G., 9,000 miles, perfect condition; £650.—Tel. Sevenoaks 4510 (private 3553).

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. (1002/8)

1½ litre V.A. d.h. coupe, 1958, good condition, colour black, fitted radio, £275.—Rainham (Essex) 4380. (7616)

UNIVERSITY MOTORS, Ltd. guaranteed cars always available.—80, Piccadilly W.1. Grosvenor 4141. (10390/R)

£625—M.G. Midget T.D. sports 1952, red, immaculate bodywork and interior upholstery, as new.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. (C2008)

8/3/4 P-bodied J2, genuinely outstanding throughout, oil hot 60, mpg 40 £210.—Full details, Fin. 3277. (7525)

£295—M.O. type TA 1938 open 2-seater, exceptionally good mechanically and bodily, many others.

BENMOTORS, Ltd. 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube). Exchanges, h.p. (C1017)

M.G. Magna 1952 good appearance, engine perfect; £125. o.n.o.—Sandya, 52, Binland Grove, Chatham, Kent. (73465)

1952 (Dec. 1951) M.G. T.D., green, 8,000 miles, immaculate, many extras; £625; seen. Reading—box 0153. (73455)

M.G. P.A. red, new hood, tyres, exceptional; £225. seen Woking/Birmingham—"The Dell," Kingfield Rd. Woking 605. (7644)

1953 M.G. T.D., black, luggage grid, radio, taxed, mileage 3,900; £265.—Bird, 118, High Rd. Lee, S.E.13. Lee Green 1072. (7591)

M.G.

M.G. P.A. new battery, hood, sidescreens, steering and suspension, reconditioned, one owner since 1937; £170.—106, Wood Lane, N.W.9. (7449)

1949 M.G. 2-str. immaculate, one owner; £475; Smith & Hunter, Ltd., 375, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

£445—T.C. 1949, 19,000 miles, original red, unmarked interior, general equipment as new, manual, etc.—Lawrence, She. 5567. (7559)

M.G. T.D. 1953 (June), unregistered, green and tan, fawn, accept £700 for quick sale.—Mrs. Bowker, 57, Park Rd., Timperley, Cheshire. (7654)

M.G. P.A. in excellent condition throughout, dark green, fitted Cromard liners.—Apply 47, Chest-wode Rd., London, S.W.17, after 9 a.m. £220. (7356)

M.G. P.B. 2-seater airline saloon, new bearings, good condition; £230.—Mr. Poshett, School of Infantry, Warminster, Wilt. (7551)

1937 2-litre M.G. tourer, very fine condition, carefully maintained by two owners, offers; £1466. Landale, 7, Lily Place, Aberdeen, Fife. (7466)

1940 (April) M.G. T.B. 2-seater, in red, superb condition, must be seen and tried to be appreciated; £250, h.p. arranged on £120 deposit.

G. WEALESTON, Middlesex, Tel. Harrow 3432. (7427)

1949 M.G. 1½-litre saloon, silver green with beige leather, one owner, excellent condition; £519.—Peter Guest, Ltd., Gaywood, King's Lynn, Tel. 4129. (5267)

595 gns.—M.G. Midget, late 1951 1½hp T.D. 2-seater, red, leather, joint covers, one careful owner, excellent condition, terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. Midget, 1947 T.C. 2-seater, black, tan, fawn leather, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

145 gns.—M.G. Midget, 1935 model 8hp J2 2-seater, good condition, taxed; terms, exchanges; list open 9 a.m. week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1953 (May) M.G. T.D. 2-seater, 1,900 miles only, ivory with top upholstery, as new; £595.—E.M.A. Ltd. Grove Road South, Southsea. Tel. Portsmouth 2168. (7381)

£295—S.A. 2-litre drop head foursome, rebored, recomputed, new crankshaft, hood, shock absorbers, fast, owner just received new T.D.—Hall, 132, Preston Rd., Yeovil. (7441)

1949 M.G. T.C. 2-seater, black with beige leather, full tonneau cover, taxed to end of year, one owner, very good condition; £475.—Small, Ashleigh, South Rd., Taunton 5942. (7445)

£385—1959 2½-litre M.G. drop head foursome coupe, a very fine example of this rare body style; £150 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6290. (C1024)

1953 (new) M.G. T.D., choice of colours, immediate delivery; £751/19/2, terms, exchanges.—Gibson Sports Cars (Xchurich), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (7491)

1949 (Dec.) 10hp T.C. Roadster, many extras including tuned horns, chrome luggage rack, pass lights, etc.; must green, hood new, taxed; an outstanding example, price £455.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembroke Mews, Bayswater, W.11. Bayswater 5251. After 6, Tulse Hill 4755. (C2009)

OPPORTUNITY, 1½-litre M.G. saloon, registered September, 1947, 6,000 miles since £270 recondition, appearance genuinely mistakeable for brand new.—Speedsters, Ltd., Horley (Surrey) 623. (C4020)

M.G. car, 2-litre, 1957, in perfect condition, thoroughly overhauled, 1952 and reconditioned engine fitted, one owner, nearest offer to £400.—Apply between 8 a.m. and 5 p.m. to Victoria 7701. (7400)

NAYLOR & ROOT—1952 M.G. T.D. 2-seater, black, red, many extras, 15,000 miles only, real enthusiasm, as good value; £615, written guarantee—25, Epsom Hill, Clapham Junction, S.W.11. Batt. 2252. (C5022)

1953 (April) M.G. Midget T.D. 2-seater, colour black, green interior, 5,000 miles genuine, spotless condition, perfect in every respect; best offer.—R. Clark, 146, Spilby Rd., Boston, Lincs. (7515)

1952 M.G. 1½ V.B. saloon, 12,000 miles, twin carburetors, Ford Dunlops, seat covers, link spats, spot and paintless, spare unused; £700.—Robbins, 18, The Avenue, St. George, Bristol, S. (7470)

M.G. T.C. 1949, 17,000 miles, red, just completely recomputed (body and wheels), new windows, in first-class condition; £465.—Fre. 0999, 26, The Little Boitons, London, S.W.10, after 6.30 p.m. (7636)

1953 (April) M.G. T.D. 2-seater, black with beige, 4,000 miles only, this car has never exceeded 50mph and is indistinguishable from brand new, tax paid; £649.—Parish's Motor Exchange, 52-62, Corporation St., Preston. (7459)

1953 (April) M.G. T.D. 2-seater, mileage 1,200, black cellulose with red leather upholstery, fitted heater, taxed year, virtually a new car, guaranteed for six months; £675.—O. G. Barnard & Sons, Ltd., Sloughmarket. Tel. 261. (7556)

1947 chromium with silver wheels and red leather, most attractive car, offered with written guarantee; £595, terms, exchanges.—H. F. Edwards & Co., Ltd., 209, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

P.B. 2-seater, excellent condition, 6,000 miles since complete major overhaul, recomputed black, new hood, seats upholstered Dunlop, twin Lucas motor cycles, reversing and stop lights rear wings, must be seen to be appreciated; £225.—The Levens, Hereford Rd., Aberavenny. (7345)

SOUTHPORT, 1952 model TD M.G. 2-seater, black, beige, hood, buffed, maintained and immaculate throughout, spare unused, gift at £610; 1949 M.G. TC 2-seater, racing green, stage 2 tuned, tyres and whole car push, gift at £455; cars and motor cycles taken in exchange; terms.—Lifes, West St. Tel. 5774. (7595)

M.G. Cars Wanted

C
THE CAR MART, Ltd. wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. (10966/R)

R
ROWLAND SMITH'S, The Car Buyers—Highest cash prices for M.G.—Hampstead (Tube), N.W.5. Ham 6041. (W4018/R)

M.G. in good condition for cash—Tel. Valentine 4674 before 10 a.m. (W2014)

MAYFAIR GARAGES, Ltd.—Cash for M.G.s—Balderton St., W.1. Mayfair 5104. (10696/R)

FULL value paid for M.G. or similar.—54, Stretton Hill, S.W.2. Tulse Hill 2676. (W5018)

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 0841. (W5041)

M.G. 2-seater wanted, pre-war if faultless condition.—British Star Oil Co., 65, Highbury Park, N.5, Can. 1650. (7341)

WANTED, M.G. Midgets, 1937-52, in good condition.—Ross Motors, Ltd., Regent St., Hinxley, Leics. Tel. Hinxley 558. (3532)

URGENTLY required, 1947-51 M.G. 1½ saloons—Gibson Sports Cars (Xchurich), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (7491)

H. F. EDWARDS urgently require good M.G. for immediate cash; distance no object; details please to—19, Seacrook Road, Hythe, Kent. Tel. Hythe 30259. (W2059)

M.G. Spares and Service

W. JACOBS & SON.
WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7735-4. (10496)

PERFORMANCE CARS—M.G. sales, service, spares—Great West Rd., Brentford, Middlesex. (83041/R)

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Oro 4141. (10504/R)

HARD surplus rockers 6/- each exchange M.G. spares.—Thompson, 104, Kingston Rd., Wimbledon, S.W.19. Liberty 8498. 1 till 2 and after 7 p.m. (7215)

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies, prompt postal advice c.o.d. and guarantee, workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. (10455/R)

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N. Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, 543, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2254 and 5456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. (10348/R)

MINERVA

MINERVA, car, headlights and bumper; £125 each; sold separately or as fleet, good running order and bodywork, spares.—Thompson & Son, 59, Argent St., Grays, Tilbury 529. (7094)

MORGAN

GE
1937 Series 10hp Morgan 4/4 2-seater sports, anished beautiful soft red cellulose, chromium bright fittings, excellently reupholstered in black leather, including complete all-weather equipment, plus all-over zip tonneau; equipped; fly-off handbrake, fold-down windscreen, Perspex wind deflector, comprehensive instrument layout, clock, spotlight, twin spare wheels, etc.; fitted magnificently prepared and polished Coventry Climax engine recently comprehensively reconditioned, including Cromard liners and high-compression head etc., to virtually new standards, plus much other work to chassis; genuinely like post-war example, written guarantee, 219gns; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Abernury Lane, Harpenden, Herts. Harpenden 118. (C2000)

1937 Morgan 4/4 2-seater, exceptional order; £245. "Autowork, Ltd., Winchester. Tel. Winchester 4134. (C1019)

1953 Morgan Plus 4 2-seater, blue, under 1,000 miles; £785.—Coventry & Jeffs, Ltd., Bristol 20991. (7624)

1952 (Oct.) Morgan Plus 4 2-seater, finished ivory and red, 1,000 miles only, absolutely as new; £650.—Castle's, Church Gate, Leicester 65251. (7559)

1952 (July) Plus 4 2-str., taxed year, B.R. green, as new, 7,000 miles; £590 (list £890) h.p. and/or exchange.—Harivan, 37, Bury Old Rd. (Prestwich 2152). Manchester. (7354)

245 gns.—Morgan 4/4 1939 sports 2-seater, very good condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

ADAMS & GIBSON, Ltd. have for sale a 1958 Morgan Plus 4 2-seater roadster, finished blue with black leather upholstery, 10,000 miles only, taxed and insured; owner going abroad; will accept £685 for quick sale.—Seen at our St. Thomas St. Showrooms, Newcastle, Tel. 28261. (7393)

Morgan Cars Wanted

R
ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Morgan.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

H. F. EDWARDS urgently require good Morgan for immediate cash; distance no object; details please to—19, Upper High Street, Epsom, Surrey. Tel. Epsom 9400. (W2091)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morgan Spares and Service
MORGAN 4/4 office, spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R]

MORGANS—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Faling Rd., Ealing, W.5. Ealing 0570. [0728/R]

MORRIS MINOR

1951 Morris Minor tourer, black, in excellent condition, £485.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021]

METROPOLITAN MOTORS offer:—

1950 Morris Minor saloon, taxed year, excellent condition throughout: £525.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. [7087]

KNIGHTSBRIDGE MOTORS, Ltd.

1950 Morris Minor tourer, 17,000 miles, in new condition, £445.
3 Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Bloane 4086. [C2063]

CHARLES RICKARDS, Ltd., offer:—

1952 (June) Morris Minor convertible, finished grey, one careful owner, in excellent condition, 7,000 miles; £535.

A good selection of genuine low-mileage cars, offered with our 3 months' guarantee.
56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Park 1850. [C5050]

GUY SALMON AUTOMOBILES, offer:—

1951 Morris Minor convertible, 20,000 miles; £495.—Portsmouth Rd., Thames Ditton, Esherbrook 5512-3. [C4001]

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Minor convertible, taxed year and in new condition; £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2054]

1950 Morris Minor 2-door saloon, black with beige leather, 32,000 miles; £495.—J. Fricker, Ltd., Park 5077. [C2016]

£490!!—May, 1952, Morris Minor convertible, left-hand drive, heater, 14,000 miles. Tel. Bagshot 3520. [6821]

1951 Morris Minor saloon, black, one owner, radio, heater, clock, excellent condition; £555.—Dobson, Ltd., Staines, Tel. 801. [C1074]

1951 Minor convertible, grey, 15,000 miles, one owner, immaculate; £495, o.n.o.—S. Devonshire Rd., Hford, Seven Kings 1995. [7502]

A DORABLE tidier tourer, 1951; petted, pampered and glossy, black, 14,000 miles, still running-in, uses no oil, 44+ mpg; £500.—Box 0164. [7536]

1952 Morris Minor 4-door saloon, heater, one owner, perfect; £595.—Ave of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube). [C2050]

1952 Morris Minor tourer, black with red upholstery, 11,000 miles, beautiful condition; £550.—Modern Service (Wimbledon), Ltd., Tel. Wimbledon 5155. [C3014]

1952 Morris Minor 2-door saloon, black with red interior, licensed, one owner only and beautiful condition; £585.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1073]

1953 Morris Minor saloon, ohv engine, dark grey, red leather; carefully run in and maintained; immaculate; 4,800 miles, £585.—Richmond, 85, Swakeleys Drive, Ickenham, Uxbridge 5361. [7487]

565 ens.—Morris Minor 1951 saloon, pastel green, radio, heater, electric clock, loose covers, very carefully used, nearly new condition; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 941. [C4018]

PRIDE & CLARKE, Ltd.—1952 Morris Minor convertible, green/beige leather, 5,000 miles, one owner, loose covers, £559; 1952 saloon, grey/red (4,000 miles), one owner loose covers or grey/beige leather (8,000 miles) radio, heater, one owner, choice two from £579; 1951 convertible, black/beige leather, 11,000 miles, one owner, £489; 1950 saloon in black or narrow/beige leather, low mileage, one owner, £499; three months' guarantee; terms, exchanges; list:—Stockwell Rd., S.W.9. Brixton 6251. [C5066]

Morris Minor Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R]

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

MINOR wanted, saloon or tourer.—Details, Budden, 35, St. Swithin's Court, Bridport. [7486]

1953 new or small mileage 2- or 4-door saloon urgently required; cash paid on sight.—Rowley, 61, Park Ave., Beasum, Sunderland. Collected anywhere [7547]

MORRIS EIGHT

£395!!—1948 Morris 8 de luxe saloon, spotless condition throughout, below.

£215!!—1939 Morris 8 4-door saloon, rare model, in excellent condition, below.

£175!!—1937 Morris 8 saloon, recently overhauled, carefully maintained; 3 months' guarantee, hire purchase, exchanges.

L AMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

MORRIS EIGHT

W. J. BROWN, Ltd.
1948 (June) Morris 8 series E 4-door saloon, black, brown leather, exceptionally clean inside and out, £410.

W. J. BROWN, Ltd., Established over 30 years.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

M EBES & EBES, Ltd. (Est. 1895), offer:—
1948 (March) Morris 8hp saloon, lawn and black, brown upholstery, unmarked condition, moderate mileage; £410.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C5012]

1947 Morris 8 saloon, an attractive car in excellent running order; £355.

R EAD BROS. MOTOR CO. (LONDON), Ltd., 56, R Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C5048]

£110—1937 Morris 8 saloon, clean car, terms.—Autonips, 5, Balham High Rd., Balham 1509. [C1009]

1938 Morris 8hp sports tourer, excellent appearance and well maintained; £185.—Tel. Chiddingfold 510. [7699]

M ORRIS 8 saloon 1936, excellent order, A.A. examination welcomed; 150mpg.—Box 0152 or Fremantle 4126. [7454]

1947 Morris 8 4-door, immaculate; £410.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

1939 £245.—John Whalley, Ltd., excellent condition; Bishop's Stortford, Tel. 181-2. [C4051]

1947 Morris 8 4-door saloon, two owners only, good condition throughout; £365.—Bella Service Garages, 144, London Rd., Kingston-on-Thames 1185. [C1016]

165 ens.—Morris 8 1936 de luxe saloon, sliding head, good condition; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 9041. [C5059]

ROY offer 1936 Morris 8 saloon; £45 deposit, 50/- p.w. 18 months; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, F.W.I. (near Camden Town Tube Station), Euston 2700 and 8994. [C3059]

S G A MOTORS, Morris 8 specialists, always have a good selection of saloons and tourers, all of which are thoroughly checked in our workshop and carry a 3 months' guarantee; hire purchase and exchanges open 9-5.30 Monday to Saturday inclusive.

S G A MOTORS, 14, Atherton Mews, Cromwell Rd., S.W.7 (2 minutes Gloucester Road Tube). Western 5208. [C4063]

Morris Eight Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

M ORRIS 8 tourer 1935-39, wanted, in good condition.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [W4059]

MORRIS TEN
£395—Morris 10 saloon, 1947, black with brown leather, splendid condition throughout.

F ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2006]

1947 Morris 10 saloon, excellent; £395.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube). [C2050]

1938 Morris 10 saloon, recellulosed (black), engine reconditioned, taxed; £265.—69, St. Marks Rd., Henley-on-Thames. [7338]

1947 Morris 10 sal., recommended car; £395.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

£425—1949 Morris 10, 22,000 miles, very carefully kept, almost new condition.—O. S. Hall, Ltd., 302, King St., Hammersmith W.6. Riverside 2881. [C2051]

1937 Morris 10, one owner since new, all bills history available since new; first new engine recently fitted, new tyres; taxed to December; reasonable offer.—Battersea 1241 (9-6). [7479]

£85—Morris 10 1934 (August) 4-door saloon, body shows its age, one owner since 1945, a very sound and reliable car, taxed; terms, exchanges.—J. Ashford Fleet, E. J. Lee (Leighton Buzzard), Ltd., 52, Lake St., Leighton Buzzard, Tel. 2172. [C1067]

1936 Morris 10 saloon, sun roof, good body and new tyres, recent £50 overhaul to steering and suspension (bills available); £140 or near offer.—Woolard, 34, Stockwell Park Crescent, London, S.W.9. Brixton 5972 (evening). [7421A]

Morris Ten Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ROY offer 1937 Morris 12 saloon, original; £195; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, S.W.1. (Near Camden Town Tube Station), Euston 2700 and 8994. [C3059]

MORRIS FOURTEEN
1937 Morris 14, excellent throughout, two owners only; £145.—Battersea 8759 (after 6.30 p.m.). [7478]

£145!!—1939 Morris 14 saloon de luxe, a roomy five-seater car in fair condition generally, mechanical order considerably superior to the appearance, paintwork somewhat off-colour, an excellent bargain at this price.

C AMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

MORRIS SIXTEEN
1937 Morris 16 saloon, reconditioned engine, roomy (car, taxed; £180.—Chesham 358 (Kent). [7528]

MORRIS OXFORD
1951 Morris Oxford saloon, black and brown leather, moderate mileage, one careful owner, £595.—Collins, Western 5315. [7537]

MORRIS OXFORD

S LCOMBES, Ltd.
1951 right-hand drive export model at 14,000 miles, fitted heater, spots, etc.; £595; h.p. and part exchange welcomed, cashing h.p. accounts settled.

W E close at 7.50 p.m. (Saturdays 6 p.m.). Write, call or telephone Slcombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4969. [C4017]

W. J. BROWN, Ltd.
1952 (May) Morris Oxford saloon, black, red leather, heater, one owner, 16,000 miles, immaculate; £665.

W. J. BROWN, Ltd., Established over 30 years.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1951 Morris Oxford, low mileage; £595; exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199. [C5037]

1952 Oxford, R.M.V. radio, heater, grey, 17,000 miles, one owner, excellent condition; £685.—Montrose Motors, Ltd., Wembley 2636/4443. [7258]

Morris Oxford Cars Wanted
C THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717/R]

PRIVATELY owned Oxford.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

F ULL value paid for Oxford or similar.—54, Street-ham Hill, S.W.2. Tulse Hill 2676. [W5016]

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS SIX
1951 Morris Six, excellent condition; £595; green.—Hardy, Royal Hotel, Truro, Cornwall. [7486]

1950 (Oct.) Morris Six, genuine 21,000 miles, fitted heater, grey, loose covers, perfect; £435.—Battersea 1241 (9-6). [7477]

£595!!—Morris Six de luxe saloon, spotless body, work, immaculate interior; absolute gift price; 3 months' guarantee; hire purchase; exchanges.

L AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

Morris Six Cars Wanted
C THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0675/R]

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six. Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Morris Miscellaneous Cars Wanted
R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0624/R]

MORRIS in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2018]

W HY accept less for your Morris Oxford, Morris 10, when you can get full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008]

H ATTON'S will buy post-war Morris models; distance no object.—Lord St. Southport, Tel. 2268. [0798/R]

M ARSTON MOTOR Co. for your Morris.—Tel. Sla. 8000, Seven Sisters Rd., Tottenham, N.15. [0998/R]

H P. EDWARDS urgently require good Morris for immediate cash; distance no object; details please to—28, Upper High Street, Epsom, Surrey. Tel. Epsom 9400. [W2001]

Morris Spares and Service
FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Hford. Tel. Hford 0961. [0471]

MORRIS—Genuine spares and specialist repair services, immediately available in the West End.

S MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932/8574. [0542/R]

OLDSMOBILE
D ISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 350-1. [0217/R]

OLDSMOBILE coupe, 1939, one owner, superb; £345. Value Cars, 362, Upper Richmond Road, S.W.14. Prospect 7520. [7569]

1947 Oldsmobile 6-cylinder right-hand drive saloon, one owner, genuine 15,000 miles since new; leather upholstery; £795.—Taylor and Crayley, 48, Kensington Court, W.8. Western 6015. [C4036]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600). Service Workshops and Spare Parts: 7, Pentridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7). [0576/R]

Oldsmobile Cars Wanted
LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

L EX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R]

S IMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers, Wembley 8691/3603. [W4015/R]

D ISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. Tel. 350-1. Will buy post-pre-war models at good prices. [0113/R]

OPEL
185 ens.—Opel Cadet, 1938 Master series 4-door saloon, very good condition; terms, exchanges, list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 941. [C4019]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

OPEL
MAYNER MOTORS Ltd.—Opel distributors; buyers of all models, comprehensive range of spares; exchange engine and unit service.—1.6, Southampton St., Southampton. Tel. 3266/4944. [10526/R]

Opel Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PACARD
ANDOVER MOTOR Co., Ltd., offer:—
FIRST registered 1950 Packard saloon, a beautiful car in black with cherry red leather, fitted radio, heater and many other extras, a bargain; £1,150.—Andover, Hants. Tel. 3405. [C1005]

PACARD 1949 4-door saloon, blue, radio and heater.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028/R]

PACARD saloon, October 1950, de luxe model, new engine recently; £225.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hendon 1425-4. [C3065]

1938—Packard convertible Phaeton saloon, 52hp, straight 8, recently overhauled; attractive design entirely undated, view Brighton—Box 0166. [17553]

PACARD convertible coupe, December, 1950, maroon, low mileage, £375, exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199. [C3037]

PACARD double enclosed limousine, very beautiful condition throughout interior as new, specially priced at 175/6s.—Herbert & Mills, Church Rd., Ashford Middx. Tel. 2960. [C2055]

295/6s.—Packard 8, 1938 54hp touring saloon, black, fawn upholstery, radio, excellent condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1947 (July) Packard Super 8 Clipper 4-door saloon, de luxe, blue, with cloth interior fitted with specially loose covers including door panel; has overdrive, radio, heater demister, defroster, etc.; a luxurious example of post-war American motoring; £335 (photograph available). [C4018]

REG TIMMS (MOTORS), Ltd., 17-19, High St., Tooting, Beds. Tel. 31. [C4064]

LIPOUSINE (£195 model), Super-32hp 1937, Deluxe Coachwork, black, forward occasional, carefully maintained, exceptional condition, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Packard Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

LEONARD WILLIAMS & Co. (1940), Ltd.
PACARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [1019/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., buyers of Packard, 97, Fulham Rd., S.W.3. Kensington 4858. [W4028/R]

7-SEATERS privately owned Limousine required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Packard Spares and Service
JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [15402/R]

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [10469/R]

Pontiac Cars Wanted
METCALFE & MUNDY, Ltd., will buy your Pontiac car.—290, Old Brompton Rd., S.W.5. Finsbury 5471. [W3064]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R]

Pontiac Spares and Service
FOR Pontiac spares and Pontiac service.
U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Finsbury 7752-4. [10617/R]

SOLE distributors Great Britain for Pontiac cars & Pontiac parts. [10617/R]

PORSCHE
COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. [10629/R]

RACING CARS
COOPER'S GARAGE (SURREY), Ltd., of Surbiton, Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [10921/R]

COOPER 500 J.A.P. (Mk. III), one season's racing, completely new components; latest model; many extras, spares, exceptional performance; car trailer available; all at £325.—B'ton, Sussex 29972. Exchange car, motor cycle. [17474/R]

£265.—J.P. Special made by Joe Potts of Belts Hill, the Scottish Wizard 500cc single-seater, in excellent condition, recently prepared by maker for immediate track work; 3 months' guarantee; hire purchase, exchanges. [17474/R]

L.A.M.S. Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

PERFORMANCE CARS stock a selection of vehicles suitable for competitions, including 2-litre H.W.M. Alta 2-seater; 1,496cc Tejetor M.G. Ardun Allard streamlined 2-seater; details of Formula 2 and 3 available upon request. See also under "Sports Cars." [C3041]

ASTON-BUTTERWORTH, Bonani wheels, Alfa 1111 A brakes, quick change transfer gears, 7 ratios, the lightest Formula 2 chassis raced, will take Bristol or other engine, less engine £200, Butterworth 4-cylinder racing engine, new condition, £150.—Aston, Heath Lodge, Iwer 251. [17559]

RAILTON
MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 9639 (night Bayswater 6753). All models available and wanted. [5778]

A-ONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service.—18, Eccleston Square Mews, S.W.1, and 24, North Side S.W.18. Tel. Vandyke 5181. [10553/R]

£225.—1937 series Railton 20hp foursome drop head coupe, an exceptionally good runner with extremely smart appearance, £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

Railton Cars Wanted
PERFORMANCE CARS urgently require Railton drop heads.—Great West Rd., Brentford, Middlesex. Ealing 8941. [W5041]

RENAULT
RAYMOND WAY.
RAYMOND WAY of Kilburn.

RAYMOND WAY, the Hire-Purchase specialists.

1950 Renault 750cc saloon, amazing performance, fitted radio and heater, taxed December, 50 mpg, 46/6s. [C4047]

HIRE-PURCHASE terms on the spot with no reference, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6214, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. [10421/R]

1950 (June) Renault 760cc 4-door de luxe drop head coupe, 20,000 miles, one owner, £375, near offers considered.—Sa. Wetherby Mews, S.W.5. Fro. 4657. [17575]

1951 Series Renault, 760 saloon, one owner, extras include roof rack, etc., leather upholstery, finished sea blue, bargain; £425, terms, exchanges.—A. E. Palmer, Motors, Ltd., 12, Church St., Luton 4212. [17558]

Renault Cars Wanted
RENAULT in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2018]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Eimbridge 1875, purchase all models. [10127/R]

REQUIRED, good used rear-engine Renault.—Edwards, Ansonbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Renault Spares and Service
GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20551. [10911/R]

RILEY
DICKS.
1946 Riley 1½-litre saloon, numerous extras, superior condition; £325. [C1072]

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

SCOTT CARS offer:—
1952 Riley 2½-litre, radio, heater, as new; £1,025. [C4016]

SCOTT CARS, 547 Finchley Rd., London, N.W.3. Hampstead 214/676. [C4016]

BOON & PORTER, Ltd., Distributors.

1953 series 2½ saloon, green, heater, 7,000 miles, in new condition throughout; £1,195. [C1022]

2½ saloon, Nov. 1952, grey/red leather, 15,000 miles, one owner, specially prepared and fitted with numerous extras; £1,095. [C1022]

1948 2½ saloon, black brown lowers, H.M.V. radio, 51,000 miles, excellent condition; £725.—Castellau, 8.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022]

H. A. SAUNDERS, Ltd., offer:—
1951 Riley 2½-litre saloon, maroon with red upholstery, heater, recorded mileage 19,500; £945.—442, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

H. BEART & Co., Ltd., offer:—
1949 Riley 1½-litre saloon, finished in black, many extras, including H.M.V. radio, and in outstanding condition throughout; £745.—102, London Rd., Kingston-on-Thames. Tel. 3548. [C1061]

MAYFAIR COUNTRY CARS, offer:—
1950 (November) 1½ saloon, superb condition, heater, taxed December, one owner, £750, exchanges, terms.—7, George Yard, Grosvenor Square, W.1 Mayfair 0131. [C3008]

CHARLES RICKARDS, Ltd., offer:—
1951 Riley 1½-litre saloon, finished bronze, in exceptional condition throughout, 18,000 miles, one owner; £845. [C3008]

A L&O a good selection of genuine low mileage cars, offered with our 3 months' guarantee.
56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050]

H. A. SAUNDERS, Ltd., of Worcester
1951 Riley 1½-litre saloon, green with green leather, radio and heater, 16,000 miles only; £895. [C4005]

AUSTIN House, Worcester. Tel. 2368. [C4005]

14 Riley, in excellent condition; £340.—Byfleet 3556. [17547]

RILEY
GUY SALMON AUTOMOBILES offer:—
1951 Riley 2½-litre saloon, bronze/red leather, heater, 12,000 miles from new, original spares unused; £950. [C4001]

1949 Riley 1½-litre saloon, green/green leather, very good condition; £775. [C4001]

1938 Riley Big Four Adelphi saloon, reconditioned specimen car, must be seen and tried to be appreciated; £395.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

1952 Riley 2½-litre saloon, as new; £1,175. [C4001]

GORDON CARS (LONDON), Ltd., 375, Euston Rd., N.W.1, Eus. 6011. [C2025]

BROOKLANDS.—Individuality, new and used cars.
1952 Riley 2½-litre saloon, excellent. [C1029]

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

CLARKE & SIMPSON, Ltd., Riley sales and service offer:—
1953 (new) Riley 2½ saloon, red/red; £1,311. [C1029]

1950 Riley 1½ saloon, black/beige; £795. [C1029]

CLARKE & SIMPSON, Ltd., 49, Sloane Square, S.W.1. Tel. Sloane 4727. [C1044]

1951 Riley 2½-litre saloon, black, beige, one owner, radio, heater; £955. [C1044]

RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C1044]

RILEY Ship Merin 1937, good condition; £280 o.n.o.—Gray, 5, Old Oak Rd., Acton. [17591]

RILEY 1½ foursome drop head, very rare model; £575.—Valentine 4674 before 10 a.m. [C2018]

SUSSEX specialists for Riley cars and spares.—Cafina, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [C5041/R]

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C5041/R]

BEARTE, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348. [10779/R]

1½-litre Riley, 1950, radio, black, speedo 22,000, one owner; £750.—Monrose Motors, Ltd., Wembley 2636-4445. [17239]

1939 Riley 12 saloon, good condition; £510.—Clairmonte Bros., Shanklin Rd., London, N.9. Mountview 5265. [C1056]

GUY ALFRED & Co., Ltd.—1948 Riley 1½-litre, utility, special construction.—6-7, Warren St., W.1. Euston 5266. [C1009]

1929 Riley 9 completely rebuilt sports, looks post-war; £45.—Marshall, 15, Prince George Rd., Stoke Newington, N.16, 1937. another of these popular models at a very competitive price. [C1009]

THE RILEY CENTRE at 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Sq. Tube), Sloane 8326, offer the following Rileys:—
£325.—Imp. late 1935, an excellent example of this rare and sought-after marque. [C1009]

£210.—Lynx 5hp, in truly amazing condition, many extras; must be seen. [C1009]

£255.—Monaco 5hp, 1937, another of these popular models at a very competitive price. [C1009]

£165.—Gamecock 2-4-seater, a nice little motor with lots of urge. [C1009]

MANY others from £95 and all with written guarantee. [C1009]

A & S sell Rileys only we can offer you the best price for yours. [C1009]

1946 Riley 1½-litre sal., immaculate condition; £370.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

1948 Riley 1½-litre saloon in black, in very fine condition, taxed Dec.; best offer.—Silverline Garage, Ltd., New Rd., Rainham, Essex. Rainham 5113. [16912]

1937 Riley 12/4 saloon, guaranteed, £225; also 1955-6 Riley 9 saloon, guaranteed, £165, payments—Oldfield, 386, Kensington High St., W.8. [C3029]

£875.—1950 Riley 2½-litre, 22,000 miles, one owner, black with red leather upholstery, new condition, unmarked.—Broadway Motors, 67, High St., Hounslow, Hon 0175. [C1024]

1950 (Oct.) Riley 2½-litre saloon, black/red leather, one owner, low mileage, fitted heater and numerous extras, this year underwent complete chassis overhaul costing £246; £845. [C1024]

H. A. SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. [C4040]

1951 2½-litre Riley Roadster, green, one owner, excellent condition, 5 new tyres, new hood and screen, seat covers, 20,000 miles; £890.—1, Farlington Ave., Farlington, Chesham 75593. [17585]

1947 (March) Riley 1½-litre saloon, black, with red leather, in 1950 condition throughout; £50.—Gibson's Sports Cars (Exchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [17492]

AUGUST 1949 Riley 1½-litre saloon, black green upholstery, maintained regardless of cost, immaculate condition; £550; terms, exchanges.—Hart's Motors (Markyate), Ltd., High St., Markyate, Herts. Tel. 384. [17543]

A.L.L. Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry, Tel. 2146. [10446/R]

£795.—August, 1949 Riley 2½-litre saloon, colour red with beige upholstery; this car is fitted with heater and radio and taxed to December 31; it is in excellent condition throughout and has an exceptional performance. [C4005]

£585.—1946 (September) Riley 1½-litre saloon, black/green upholstery, recorded mileage 32,000, one owner. [C4005]

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1079]

ROSE & YOUNG, Ltd. offer:—1948 Riley 1½-litre 4-seater fitted loose covers, exceptional condition throughout, black; £575.—65-69, Strentham Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tube Hill 6464. [C5057]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

175 ins.—Riley 9, 1936 model Kestrel sports saloon, grey, very good condition; terms, exchanges.—**Rowland Smith, below.**

425 ins.—Riley, September 1947 1½-litre 4-seater, black, leather upholstery, heater, very good condition; terms, exchanges.—**Rowland Smith, below.**

245 ins.—Riley, 1936 1½-litre Merlin saloon, black, sliding head, blue leather, excellent condition; terms, exchanges, list: open 9½ work-days and Saturdays.—**Rowland Smith, Hampton (Hamstead Tube) Hampton 6041. (C3018)**

ROYA offer.—An exceptional 1937 Riley 9 Monaco saloon, £195, also 1935, £155, h.p. and carburetors. Rovers Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8094. (C3059)

CAMDEN MOTORS for Rileys—2½-litre saloon, 1952, slightly over 12 months old, black, green leather, many extras, Motorola radio, heater with screen demisting incorporated, dual headlights, a one-owner car, late property member of titled family, exceptional value, £295.

CAMDEN MOTORS for Rileys—2½-litre drop head four-seater coupe, 1951 model and registered well within the year, another genuine one-owner car, equipped with extras costing nearly £100, including Motorola radio, Trico screenspray, interior heater and screen demisting, Lucas fog and headlights, colour black; £295.

CAMDEN MOTORS for Rileys—2½-litre saloon, Jan., 1951, green and black, excellent appearance, two owners, serviced by county distributors since new, radio, seat covers, etc., £295.

CAMDEN MOTORS for Rileys—2½-litre saloon, 1939, expertly maintained by enthusiastic owner (since since 1942), very quiet engine, oil consumption negligible and up to 25 m.p.g., synchronous 4-speed gear box, rear demisters, fog and headlights, Lucas twin-chord horns, practically brand new tyres, £365.

CAMDEN MOTORS for Rileys—1½-litre saloon, Feb., 1950, immaculately finished in bronze with red leather, late property of Scottish business executive, sparingly and most carefully used, £245.

CAMDEN MOTORS for Rileys—1½-litre saloon, 1946 series (1/12/47), original black cellulose with tan leather, a nice car all round in sound mechanical order, £255.

CAMDEN MOTORS for Rileys—1½-litre saloon, 1950, popular Nuffield model, especially recommended for its lively but economical performance, smart modern lines, excellent set of tyres, £245.

CAMDEN MOTORS for Rileys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

JACK ROSE, Ltd. offer 1950 Riley 2.3-seater, in cream and red hide, a most attractive and fast car, £795; also 1950 2½-litre saloon, almost unmarked condition, accept £785; also 1949/50 1½-litre saloon, immaculate inside and out, 22,000 miles, accept £665.—**Stifford Rd., Wallington, Surrey. Wallington 6777-8. (C3056)**

1951 Riley 2½-litre sportsman's saloon, this car is literally embellished and is finished in sun bronze with red leather interior, fitted new H.M.V. radio at cost of 75/-, fitted heater, original tyres at rear, new tyres at front, a really immaculate example, absolutely faultless, one owner, £325.

MALDSTONE ENGINEERING Co., Cross St., Penderelton, Bedford, Manchester. Pen. 5457. (C3000)

Riley Cars Wanted

C THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. (0569/R)

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Rileys.—Hamstead (Tube), N.W.3, Ham. 6041. (0569/R)

E EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0181. (W3008)

O PFER your Riley to Rudds, 65, Victoria Rd., Central Station, Wokingham 4655. (0424)

YORKSHIRE—The Riley buyers, Barkers of Oakwood, Leeds 6, 7. (0424)

PRIVATELY owned Riley 1½-litre, 5, Bree Court, King's Hill, Surrey, Tulse Hill 2768. (W2057)

C.N.K. MOTORS require clean pre-war Rileys.—553, Finchley Rd., N.W.3. Hampton 5712. (W1053)

R QUISHED, good used Riley—G. Edwards, Ambury Lane, Harpenden, Herts. Harpenden 118. (W2000)

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 1941. (W3041)

B LAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. (W7755)

U RGEENTLY required, 1946-52 Riley 1½-litre saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (1440)

H. P. EDWARDS urgently require good Riley for immediate cash; distance no object, details please to—19, Seabrook Road, Hythe, Kent. Tel. Hythe 67311. (W2059)

Riley Spares and Service

P RESECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addcombe 231. (1078)

R EADING—Hewens Garages, Ltd., for Riley spares and service.—Tel. 1436. (0209)

HARTLEY'S for Rileys, spares and service.—165-171, Hamstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. (0246/R)

A RCOT ENGINEERING, Ltd.—Presector gear boxes, a exchanges and repairs.—168, Fulham Rd., S.W.3. Kensington 7301. (1063)

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Barkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (10002/R)

A LL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. (1063)

RILEY distributors for 20 years.—Comprehensive list of spares quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. 18149

ROLLS-ROYCE

H R O H R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1950 Rolls-Royce Freestone & Webb touring limousine, green and beige hide, many extras; £4,250.

1949 Rolls-Royce James Young & Co. sports saloon, black with blue hide, recent overhaul; £3,950.

1939 Rolls-Royce Wraith Hooper limousine, black with hide and cloth upholstery, 81,000 miles; £1,950.

1937 Rolls-Royce Phantom III Arthur Mulliner, red and beige, black with hide and cloth, 25,000 miles; £1,195.

1937 25.30 Mayfair saloon with division, black and cream with beige hide; £1,195.

1934 20.25 Mann Egerton sports coupe, blue with big hide, 66,000 miles; £395.

W E are interested in the purchase of Rolls-Royce cars, and invite communication from owners who have such vehicles for disposal.

H R O H R. OWEN, Ltd.,

17 Berkeley St., London, W.1. Tel. Mayfair 9060. (C3032)

C CAR MART, Ltd.

1939 Rolls-Royce Wraith Park Ward sports saloon, black and grey with beige leather upholstery, 74,000 miles; £1,650.

1939 40 Rolls-Royce Wraith Park Ward limousine, black with leather to front and cloth to rear, 74,000 miles; £1,750.

C CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. (C1039)

RIPON

RIPON

RIPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (0805/R)

SIMMONS.

1937 25.30 Sedan-Brougham-de-ville, by Hooper, electric division, speedometer reading 69,000 miles, history; lately property titled personal; impeccable; £3,500.

1937 Phantom III Brougham by Hooper, all chassis and engine mods. to immediate pre-war saloon, 71,000 full history; a stately and dignified carriage of considerable distinction, in positively mint condition; £1,250.

PHANTOM II chassis No. 62 My owner-driver close coupled sports saloon with furred boot by Mears Freestone & Webb; some £1,500 has been expended during the last two years and bringing this most impeccable Phantom II to its present outstanding condition.

A SELECTION of 20.25s, 25.30s and a number of vintage models is constantly available: Rolls-Royce 24-hour service a telephone call or communication to the office will effect immediate attention.

SIMMONS, 12, Rex Place, South St., Park Lane, W.1. Grosvenor 1168, Grosvenor 2655. (C4014)

RM offer:

1937 Rolls-Royce 25.30 semi-racer-edged sports saloon by Thrupp & Maberly; grey with wine upholstery, large boot, a very pretty car in exceptional condition; £1,475.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (C3060)

VINTAGE AUTOS.

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.

VINTAGE AUTOS 68, London Rd., Tooting. Tel. Mitcham 3951. (C4039)

P.B. Ltd. offer:

1938 Rolls-Royce Phantom III (D.L.) Hooper 7-passenger limousine.

1939 Wraith Park Ward saloon, two tone beige, leather upholstery.

1936 20.25 Rolls-Royce Hooper semi-sports saloon, black with brown leather upholstery.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. (C3053)

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers offer early delivery of new cars with standard and special coachwork, also the following used cars from their selection.

1950 (June) Silver Wraith enclosed drive limousine by Park Ward, face forward extra seats, one owner, 32,000 miles, £3,500.

1938 Phantom III Windover razor edged saloon with division, black, beige leather, 40,000 miles; £1,975.

A UDLEY House, North Audley St., W.1. Mayfair 5242. (0530)

TOM GARNER, Ltd., offer:

1934 Rolls-Royce 20.25 owner-driver 4-light saloon with division, 44,000 miles; £1,495.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

1931 20.25 saloon; £185.—26, Queens Gate Mews, Kensington. Western 5228. (7612)

ROLLS-ROYCE

J B JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley: please write for stock list; open until 2 p.m.

EXAMPLE—1950 Silver Wraith sports saloon by Freestone & Webb, painted green and black with grey leather upholstery; speedometer reading 45,000 miles; price £3,950.—**Jack Barclay, Ltd., Berkeley Sq., London, W.1.** Open until 8 p.m. Tel. May. 7444. (C1082)

SWANMORE GARAGE offer:

£835—Rolls-Royce Ph. II Gurney Nutting.

£1175—Rolls-Royce 20.25 chassis, with new costly brake body seating 7, recent overhaul.

EXCHANGES or terms.

SWANMORE Garage, 1176-1180, Christchurch Rd., Bournemouth, Dorset. Tel. Southbourne 4344. (C4024)

TAYLOR AND CRAWLEY offer:

1939 Rolls-Royce Wraith (WHC) mired-edged sports saloon by Thrupp & Maberly, 1,000 miles since complete overhaul by authorized specialist; owner-driver car of great appeal; £2,150.

1934 Rolls-Royce 20.25 (GRC) sports saloon by Hooper, grey and black/maroon leather, good history; £675.

ROLLS-ROYCE 20hp, fine old car with Hooper limousine body; £200.

48 Kensington Court, W.8. Western 6015. (C4056)

KNIGHTBRIDGE MOTORS, Ltd.

1934 (December) Rolls-Royce 25hp four-light sports saloon by Hooper, high waistline, large boot, 58,000 miles only and in perfect condition; finished in black with leather; £675.

3 ROBERTS Mews, Lowndes Place, Belgrave Sq. S.W.1. Sloane 4086. (C2063)

MASCOT MOTORS, Ltd., offer:

1935 25hp Tickford 4-light drop head saloon.

1935 25hp Hooper sports saloon with division.

1934 25hp Hooper sports saloon with division.

1933 40.50hp Freestone & Webb Continental sports saloon.

1933 25hp Park Ward sporting open tourer.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner driven coachwork.

MASCOT MOTORS, Ltd., 237, Kennal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. (C3007)

CHARLES POLLETT, Ltd., offer:

ROLLS-ROYCE 20.25 1935 Park Ward owner driver saloon, one owner, total mileage 64,000, very genuine car in outstanding condition; £275.

18 Berkeley Sq., W.1. Mayfair 6866. (C3010)

H. M. BENTLEY & PARTNERS, Ltd., offer:

ROLLS-ROYCE 25.30 1937 H. J. Mulliner owner-driven saloon with boot, 55,000 miles, full Rolls history; £1,375.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars."

H EARSE 1935 Rolls 25hp, brand new 1935 de-luxe body written guarantee. Seen.

STATION Approach, Kew Gdns., Surrey. Alps & Saunders (Coachbuilders), Ltd. Richmond 1161. (7092)

1936 Rolls-Royce 25.30 Windover limousine, in very good condition; £250.

1935 Rolls-Royce 20.25 Arthur Mulliner limousine, well kept, £595.

A LL enquiries to Head Office, Cars Auto Sales, Ltd., Standard House, South End, Croydon. Tel. Croydon 6068. (7873)

1933 (May) Rolls-Royce 20.25 Hooper limousine, face-forward occasional, £525.

G EORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (C3025)

ROLLS 20 utility, 1926, attractive, good tyres, reliable economy; £240, offers.—Box 0080. (7364)

1933 Rolls-Royce saloon limousine, leather upholstery; £395.—**Lawton-Goodman, 36, North Audley St., W.1. (C2022)**

1936 25hp Rolls-Royce Hooper sports saloon, almost faultless mechanical condition, altogether a superlative example; £1,095.

R C. MORTLAKE, 253, Kensal Rd., London, W.10. Arrol 4604. (C3017)

1934 (July) Rolls-Royce owner-driver saloon by H. J. Mulliner, perfect chassis and a very economical car; £475.—Tel. Chiddingfold 310. (7607)

1934 Rolls-Royce 25 grey saloon, Freestone & Webb body, 50,000 miles, beautiful condition; £450.—**Hobbs, Burrowedene, Farnham, Surrey. (7524)**

OWNER-DRIVER 1935 semi-racer edge black and grey saloon by Freestone & Webb, 20.25hp, immaculate condition, 39,000 since new; £1,150.—Box 0162. (7463)

SILVER Wraith Freestone & Webb body, immaculate late condition, owner driven, low mileage; handsome car, only wants seeing; registered July, 1946.—Box 0161. (7480)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

OWNER-DRIVER 50hp, GGR 1938, Barker 4-light saloon without partition, swept tail, concealed boot, mileage 19,000, leather throughout, carefully maintained, excellent history, opportunity, £1580.

LIAMOUSINE 1934 25hp, partitioned Hooper, black, forward occasional, leather, carefully maintained, £495.

LIAMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasional, black, rear boot, lavishly equipped, beautiful lines, mileage 44,000, two private owners, £2895.

9280 Miles Phantom III, Park Ward partitioned black limousine, forward occasional, delivered 1946 B.T. Series—history available! beautiful condition throughout, unrepeatable opportunity, £1570.

WRAITH 1939 Park Ward partitioned limousine, forward occasional, carefully maintained, black, low mileage, reasonable cost.

ALPE & SAUNDERS always purchase Rolls-Royce. A Providence Court, North Audley Street, Mayfair 2941. [C1006]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-5), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [15360]

1934 RV series short chassis Phantom II Thrupp & Maberly sports sun saloon, one owner, low mileage—Basingstoke Motor Co., Ltd., Basingstoke, Tel. 477. [C1012]

A Most unusual and very pretty little 20hp Rolls-Royce 4-door close-coupled sports saloon, rebuilt in 1940 and in spotless condition throughout, £550. Tel. Chiddingfold 510. [7606]

25hp Rolls double enclosed limousine by Hooper, in excellent condition throughout, offered at the special price of 345/5s.—Herbert & Mills, Church Rd., Ashford, Mids. Tel. 2960. [C2035]

ROLLS-ROYCE 20.25 and 50hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, Riverside 7644. [6116]

ROLLS-ROYCE 20.25 Park Ward owner-driver four light saloon, immaculate condition, any inspection invited: £775; terms and exchanges—25, Watford Rd., Kinas Norton, Birmingham, Tel. Kln. 2827. [7517]

WALTER SCOTT, Ltd.—1937 Rolls-Royce 50hp Barker limousine, black, 42,000 miles, exceptional: £1,075—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube) Pri. 5914. [C4006]

P. J. EVANS, Ltd. of Birmingham offer a virtually new Rolls-Royce Silver Wraith Park Ward saloon, 492 miles only, finished in Tudor grey with maroon hide, first registered 27th June, 1935, price £5,375.

P. J. EVANS, Ltd., Rolls-Royce Special Retailers, John Bright St. Midland 2911. [7105]

795s—Rolls-Royce, 1937 25/50hp Hooper 7-passenger limousine, black, leather throughout, swept tail, face-forward occasional, division, excellent condition; terms, exchanges—Rowland Smith, below.

495s—Rolls-Royce 1933 Phantom II 40-50hp Barker sports saloon, black, sliding head, leather, carefully used, excellent condition; terms, exchanges, list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1923 drop head coupe, chassis GX41, centre gear change, rear wheel brake, 26,000 miles genuine mileage, superb and original bodywork; £500 or near offer.—19, Crickwood Broadway, F.W.2. [7362]

1937 Rolls-Royce Phantom III Park Ward limousine, face-forward occasional, leather throughout, 46,000 miles, £850.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7599. [7073]

HEARSE, 1934-5 SK Series, Phantom II fitted with 6-Bearer Deluxe Coachwork, exclusive equipment, exceptional value, £985, Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006]

1948 (July) Rolls Wraith, Mulliner coachwork, radio, heater, mileage 18,000, completely overhauled, also modified to 1953 by makers, since used.—H. C. Paul Ltd., 32, Bruton Place, W.1, Mayfair 0821-2. [C5040]

1948 Silver Wraith, 66,000 miles, one private owner, multi-millionaire oil king, special body by Hooper, £2,200 (part exchange welcomed)—Cayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

£215—1927 Rolls-Royce Phantom I sedan by Hooper, excellent runner, 1921 Silver Ghost fitted new utility body, good runner, £100.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. [C5049]

1938 Rolls-Royce 25/30, chassis fitted with most attractive owner-driver body by Vanden Plas, finished two shades of brown with beige interior; this car has done a total of 53,000 miles since new, one owner only, has been maintained by Rolls-Royce alone; £1,395.—Loxham, Rolls-Royce & Bentley Showrooms, Fishergate Preston, Tel. Preston 4245. [C2064]

Rolls-Royce Cars Wanted

C **THE CAR MART, Ltd.** wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly) Grosvenor 3454. [0570/R]

J. MARSHALL, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford, Tel. Garston 2569. [0498/R]

A&S always purchase 7-passenger 25 50hp Limousines, also Coupes and Saloons with boot.

A&S urgently require Phantom II private Limousines, also Phantom III sports saloons. Alpe & Saunders, Providence Court, North Audley Street Mayfair 2941. [W1026]

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Tel. 8841. [W5041]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Rolls-Royce Cars Wanted

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—9, North Audley St., W.1. Mayfair 5242. [W3050]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 1562. [0845/R]

ROLLS-ROYCE pre-1914 Silver Ghost touring car, must be good condition coachwork.—Partica, to Welham, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1073. [0536/R]

THE SOUTHERN MOTOR CO. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr Crawley, Sussex. Crawley 457. [6285]

CHARLES FOLLETT, Ltd., officially appointed repairers and repairers, buy good late cars—18 Berkeley St., W.1, Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R]

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd., Largest official repairers Rolls-Royce cars, servicing or overhauls.

COACHWORK renovations and accident work. Large stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close 8th Wimbledon Tube). Liberty 7222 (6 lines). [S1082/R]

CHARLES FOLLETT, Ltd., officially appointed repairers and repairers, buy good late cars—18 Berkeley St., W.1, Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R]

SPARE parts. SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0514/R]

JACK OLDING, official retailers and repairers, reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [65030/R]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis, also reconditioned replacement engines guaranteed for 12 months for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69 Westow St., Crystal Palace, S.E.19. Liv. 3562. [0054/R]

ROVER 10

ELITE MOTORS offer:—

1938 Rover 10 four-door saloon, black/brown, 1938 really clean condition, sound mechanical order, trial inspection, £285.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]

1947 Rover 10 sports saloon, black, taxed: £575.—Ailery & Bernard, Ltd., 372, Kings Rd., Chelsea, Fla. 7245. [6530]

£395—1939-40 Rover 10 de luxe saloon, with all-steel bodywork, identical to 1947 model, beautiful condition and irreplaceable; 3 months' guarantee; hire purchase, exchanges.

L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1946 Rover 10 sun saloon, black, good tyres, carefully used and maintained, moderate mileage, showroom condition throughout.—Holbrook Motor Co., Ltd., Richmond, Surrey, Tel. 4014. [C2038]

TANKARD & SMITH, Ltd., offer: 1946 Rover 10 saloon, black with brown leather, radio, excellent condition throughout; £525; 3 months' written guarantee.—194-198, King's Rd., Chelsea, S.W.3. Pinner 4801-5-3. [C4026]

CAMDEN MOTORS for Rover—10hp saloon de luxe, 1940, black green leather, a very genuine little car, coachwork original and devoid of blemish, neat and tidy interior, particularly outstanding mechanically, lively and economical engine; £425.

CAMDEN MOTORS for Rover—10hp saloon de luxe, 1939, fitted disc, Smiths heater, suede green finish with interior leather upholstery to tone, one owner many years, a nice little car; £395.

CAMDEN MOTORS, the Rover specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 5 p.m. Write for catalogue. [C1035]

ROVER 12

GUY ALPRED & Co., Ltd.—1947 Rover 12 4-seater sports tourer.—6-7, Warren St., W.1. Euston 5269. [C1005]

1939 Rover 12hp, excellent condition inside and out, black, 100% mechanically; £350.—Imperial 4564. [7641]

£395—Rover: 12-4 1940 4-dr. saloon, exceptional condition for year, excellent mechanical condition, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. [C1017]

1947 (November) Rover 12hp saloon, recently checked by Rover, heater, taxed: £525.—Woking Motors (Maybury Hill), Ltd. Woking 1328. [C4057]

1940 coupe, very low mileage, original condition, engine, tyres, hood brakes, etc., perfect, very attractive, reliable four-seater.—111, Shirley Drive, Hove, 7620.

CAMDEN MOTORS for Rovers—12hp saloon de luxe, 1939, quite a nice one, original in condition except for replacement engine in June, 1951 (just completed 14,000 miles) good chassis and excellent set of tyres, £295.

CAMDEN MOTORS for Rovers—12hp saloon, de luxe, April, 1946, fitted Smiths heater, Nu-way protective mats, etc., one change of ownership in 1949, good mechanical order, £495, also a later registration model with radio.

CAMDEN MOTORS for Rovers—12hp sportsmans four light saloon, 1947, beautifully finished in pastel grey, a genuine one-owner car in most outstanding order; quite one of the best we have handled; £645.

CAMDEN MOTORS, the Rover specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 5 p.m. Write for catalogue. [C1035]

ROVER 12

1939 Rover 12, maroon, excellent condition throughout, H.M.V. radio; owned by engineer; £550.—Bowler, Wembley 3345. [17361]

£185—Rover 12 saloon, 1935, with new—roof, interior, tyres, battery, C.W. & P. brakes, petrol pump, water pump, covers engine 1950; perfect, freewheel gear box and chassis lubrication, 31 mpg, 75 mph, no dealers—Fremantle 5414. [7221]

ROVER 14

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rover 14, new engine recently fitted, £395.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

ROVER 1946 14hp, black, radio, heater, really immac. mech. perfect, £550.—Mit. 4812, after 6 o'clock, exchanges.

1938 Rover 14 saloon, guaranteed, £270; payments, Wes. 6651. [C3029]

£555—Registered 1947 Rover 14 de luxe saloon, bodywork magnificent, interior beautiful and chassis 100%; 3 months' guarantee; hire purchase, exchanges.

L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

ROVER 16

1939 Rover 16 (black), 5,000 miles since completely reconditioned, equal to 1947 model; £435 or nearest.—Bowles, 5, Redlands, Tiverton 3919. [17511]

ROVER 20

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1939 Rover 20 foursome drop head coupe, in perfect condition, £485.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1067]

£345—Rover 20 Sportsman's 4-door 4-light saloon, 1939, sleek handsome lines and most impressive performance, fully equipped with radio, heater, fog and pass lights, dual horns, etc.; a car in just that little bit of extra speed and acceleration to make it stand out from most others on the road, delightful to drive.

CAMDEN MOTORS, the Rover specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 5 p.m. Write for catalogue. [C1035]

ROVER 60 & 75

CAR MART, Ltd.

1949 Rover 75 P3 saloon, radio, heater, 29,000 miles; £725.—Car Mart, Ltd., 530, Euston Rd., N.W.1. Euston 1212. [C1039]

1949 Rover 60 saloon, black/red, one owner, carefully used; £685.

NEWMAN & House, 231-233, Hammersmith Rd., London, W.6. Riverside 4646. [C5024]

TOM GARNER, Ltd., offer:—

1952 Rover 75 P4 saloon, pastel blue with brown leather, heater, radio, £1,095.

1953 Rover 75 P4 saloon, black with red leather, heater, radio, many extras, 6,000 miles only; £1,225. [C2020]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2038]

B. J. HUNTER, Ltd., offer:—

1950 Rover 75 P4 saloon, very superior condition; £895.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

CHARLES FOLLETT, Ltd., offer:—

1953 Rover 75 P4 saloon, black, red leather, one owner, 4,100 genuine miles only, perfect in every respect, serviced and guaranteed, £1,265.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE WORKS and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

BROOKLANDS: Individuality, new and used cars.

1950 Rover P4 saloon, 15,000 miles.

103 New Bond St., London, W.1. Mayfair 8551-6. [C1049]

1953 (July) Rover 75 saloon, 1,100 miles.—Weybridge 600. [C4023]

1948 Rover 60 saloon, black/green, radio, heater, ex. cond., 25,000 miles, £795.

1950 Rover P4 saloon, blue, radio, ex. cond., mileage 25,000; £950.

TICKFORD, Ltd., 4, Upper St. Martin's Lane, W.C.2. Temple Bar 355. [C4029]

1950 Rover P4 saloon, black, green leather; £895.

1950 Collier-Fisher, Ltd., Northwood, Middx. (Tel. 777). [6870]

1948 Rover 75 P5 six-light saloon, radio, and in excellent condition.—Dunham & Haines, 45, Castle St., Luton 2100. [7452]

1952 (July) 75 Rover saloon, black, red leather, one owner; £1,195.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [C5030]

1952 Rover P4, black, red leather, radio and heater, immaculate, one owner, nominal mileage; £1,225.—Cox's Motors, 11/15, Conduit St., Leicester 60519. [C1059]

1951 Rover P4, green, radio, heater, covers, overmats 15,000 m., immaculate, any inspection invited; £975 o.n.o.—24, Northway, Maghull, Liverpool. Maghull 436. [7504]

1949 (September) Rover 75 saloon, maroon, heater, taxed, any trial or examination; £675.—Skyark, Waverley Farm, St. Olaves, Suffolk. [7552]

1948 Rover 60 saloon, black, brown leather, 22,000 miles, immaculate throughout, guaranteed, one owner; £725; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 60 & 75

CAMDEN MOTORS for Rovers—75 saloon de luxe, first registered and delivered January, 1949, fitted heater, etc., maroon with leather upholstery to tone, nominal mileage; £775.

CAMDEN MOTORS for Rovers—Also 2 1948 models, 1 sports saloon and 1 6-light saloon, both with radio and heater, from £725.

CAMDEN MOTORS for Rovers—75 saloon, 1951, in black, very low mileage indeed and practically indistinguishable from new, £1,095.

CAMDEN MOTORS for Rovers—75 saloon, 1950 (March) P 4 model in pastel green with radio, heater and screenwash, one-owner car, late property of wealthy Midland industrialist, chauffeur driven on most occasions and serviced entirely by distributors; £595.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1095]

£625—1948 Rover 60 saloon de luxe in black with maroon leather interior, fitted heater and seat lights, original cellulose bears one or two minor scratches on front wings and interior needs new mats, outstanding value.

CAMDEN MOTORS the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1095]

1948 Rover 75 6-light saloon, one owner, green, radio, seat covers in extremely good condition throughout, £725; trade and part exchange enquiries invited.—O. P. Morley, Ltd., 54, Strentham Hill, S.W.2. Tulsa Hill 4488. [C3016]

ROVER 60 & 75 Cars Wanted
Privately owned Rover P4—5, Brice Court, Kingston Hill, Surrey. Tulsa Hill 2766. [W2037]

LAND-ROVER

OFFERED BY:

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon O1634. [5111]

LAND-ROVER, 1951, carefully maintained in excellent running order, 6 good tyres; £400 or offer; can be viewed and tested on application.—Box 0190. [7643]

£285—1949 Land-Rover, full equipment, very sound condition throughout, terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2060. [C1045]

LAND-ROVER, 1955, used only on road, mileage 15,000, extras: oil-pressure gauge and radiator thermometer, indicators and de-mister, immaculate; £475.—Harris Mayes & Co., Ace of Hearts Garage, Watford 6026. [7582]

345 gns.—Land-Rover, 1949, dark green, hood, per-oxyl side screens carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Land-Rover Cars Wanted
ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

HARVEY HULSON, Ltd. (the Land-Rover Specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 5056. [W2039]

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2277).

HENLYS House, 385, Euston Rd., N.W.1. (Euston 3444).

DEPOTS at:

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

COUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

REAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents.

BEARDS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5548. [10080/R]

Rover Miscellaneous Cars Wanted

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars, offers appreciated.—Portsmouth Rd., Guildford, Tel. 6292. [10242/R]

REALLY good second-hand Rover required.—Cobb, 30, Harley House, N.W.1. [W1086]

CARR'S MOTOR MART require carefully used Rover.—Euston 4110 and 3523. [W1040]

LOW mileage post-war Rover wanted.—Bloxam, 1 Whitech, Chalfont St. Peter, Bucks. Pinner 494. [W1085]

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736]

REQUIRED, good used Rover—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

R. F. POWELL MOTORS, Ltd., East London area dealers, Good used Rover cars required, 321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0436/R]

ROVER SPARES AND SERVICE

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialized service.—Tel. Datchet 54. [10047/R]

LATHWOOD'S GARAGES, Ltd., 205, St. James's Rd., Croydon, Tel. 1222. Main Rover dealer for Croydon. [0219/R]

R. F. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [10437/R]

BARKING—For full stocks of spares and genuine service for Rover owners come to Albion's Garage, Ltd. 105-7, Longbridge Rd., Barking. Tel. Ripley 1285. [0518/R]

DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheesman Hill Rd., Manchester, 8, Tel. Blackfriars 2302. [10555/R]

SINGER

DICKS

1937 Singer 1½-litre sports 2-seater, very fast and attractive; £250.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

B. J. HUNTER, Ltd., offer:—

1951 Singer S.M. saloon, well-kept car; recommended; £595.

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 EM 1500 saloon, 14,000 miles; £585.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

1939 Singer Roadster, black/red upholstery, perfectly maintained, good tyres; £250 o.n.o.—Box 0188. [7637]

1947 Singer sports, £375; part exchange, terms arranged.—Kings' Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2048]

£350 (September, 1947) Singer 10 de luxe saloon, one owner, very carefully used.—Broadway Motors, 67, High St., Hounslow, Hov. 0175. [C1028]

1938 Singer 9, Hants saloon, in good condition throughout, 4 brand new Goodyear tyres; £150-91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C0662]

1937 Singer sports saloon, reconditioned throughout, enthusiast's car; £245; part exchange terms arranged.—Kings' Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2048]

75 gns.—Singer 9, 1937 model Bantam tourer, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1934 Singer 9 saloon, one owner, reconditioned throughout, everything spot on, Esiclean, double dip, 44 mpg, oil negligible, spares obtainable; offers.—Lambert Photographer, Bury St. Edmund. [7546]

Singer Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

B. J. HUNTER, Ltd.

URGENTLY require good Singer.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

SINGER in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2018]

H. EDWARDS urgently require good Singer for immediate cash; no object; details please to—28, Upper High Street, Epsom, Surrey. Tel. Epsom 9400. [W2001]

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [6473]

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R]

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [10005/R]

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester, Deansgate 4507. [0390/R]

SPORTS CARS

VINTAGE AUTOS

DON'T come to us if you wish to purchase a post-war "modern" or pre-war "bred and butter" car (We hate 'em). But if you require a good thoroughbred vintage sports or Continental car we have the finest stock in the country. Always 60 cars for the enthusiast from £40 to £500. As our stock is constantly changing by the time you read this advertisement most of the cars we have advertised will have been sold. Kindly 'phone, write or call for the car you require. Immediate h.p. terms and insurance on any car. We are open till 10 p.m. for inspection 7 days per week.

VINTAGE AUTOS 66, London Rd., Tooting. Tel. Mitcham 3951.

VINTAGE AUTOS

HAVE great pleasure in announcing the opening of yet another new branch, five minutes from Crystal Palace race track at 185, Elmers End Rd., Beckenham, where we will stock a good selection of sports and thoroughbred carriages all under £200. Restaurant and filling station for your convenience, open till 9 p.m. 6 days per week and 9 till 11 Sundays for inspection.—Please 'phone Beckenham 2521 for full stock details. [C4039]

SPORTS CARS

MERCURY offer:—

THEIR usual very good prices for sports cars of most types—M.G.s, Morgans, Rileys, S.S.100, Jaguars, Singers, etc., etc. Write, 'phone or call.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C5013]

CHARACTER CARS.

SPORTS and vintage car specialists.

ALFA 1934 blown 1750cc saloon, engine rebuilt, makers' body, £250; Alfa 1934 Speed 20 tourer, £250; Alfa 1950 Silver Eagle tourer, £145; Bentley 1928 4½-litre, engine rebuilt, exceptional condition, £325; Invicta 1935 4½-litre tourer, specimen, £575; Lagonda 1928 2-litre tourer, £130; Riley 1932, metal saloon, £125.

WELLESLEY Court Rd. (George St.), E. Croydon, Croydon 2555. [C1044]

PERFORMANCE CARS.

WINDMILL GARAGE, Great West Rd., Brentford, Middlesex, Ealing 8841.

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WEST END Show Hall, 107, New Cavendish St., W.1. Museum 8221.

PICK your choice from the largest sports car show

COMPARE all the different models, over 100 cars plainly marked with year and price.

WRITTEN guarantee, immediate h.p. and insurance; Red Label 2-str., S.S.1 series, 1925, £295.

ALLARD J2 streamlined 2-str. Ardun heads, 1950, £645; Allard 91P sports saloon, 1951, £965.

71K d.h. coupe, 1949, £949; Allard 71K 2-str. roadster, 1949, £825.

ASTON MARTIN 12hp 12hp tourer, 1945; Aston Martin 1½-litre Bertelli tourer, 1953, £395.

ASTON MARTIN 1½, Bertelli tourer, 1950, £245; Aston Martin 1½, Le Mans 2-str., 1954, £325.

ALFA-ROMEO 2.6 a/c Castagna coupe, 1954, £345; Alfa-Romeo 1750 d.h. coupe, 1928, £295.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

BERT MASON SPORTS CARS offer:—

£19 Austin 7 Chummy tourer; £55, Austin 7 saloon, second engine; £65, Austin 7 saloon, immaculate; £75, Wolseley Hornet 4-seater sports, recellulosed; £85, S.S. Jag. Airline sports saloon; £145, Wolseley Hornet International sports 4-seater; £65, Morris 10-4 saloon; £265, Jaguar 1½-litre saloon, Special Equipment model, H.M.V. radio, discs, etc.; 1959; many others; always a selection of Jaguars; hire purchase on every vehicle; open till 10 p.m.

BERT MASON SPORTS CARS, 77, Crickfield Rd., Clapton, E.S. Ambler 1814.

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:

ALVIS Speed 25, 1958 sports saloon, black, green leather, disc, chrome luggage rack, specimen.
ALVIS 4.3 a/c 1959 model; this is one of the very few Vanden Plas close coupled Speed models, dual colours, open sports body fantastic, performance, radio, etc., whole car virtually as new.

ALVIS Speed 25 sports saloon, 1940 model, helmet wings, birch grey, maroon leather, specimen.**B.M.W.** type 528 late 1959 streamlined competition 2-seater, heavy duty axle, late property of well-known racing driver, terrific performance.**BRISTOL**, May, 1950, type 400 sports coupe, two owners, maintained absolutely regardless of expense, blue, beige leather, radio, etc., specimens.**DELAGE** D.6.70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather, Coral gear box, this has to be seen; ready shortly.**FORD** V8 utility, late 1937, excellent condition, new tyres, recellulosed.**JAGUAR** 100 competition 2-seater, late 1939, 2½-litre Scintilla max. luggage rack, etc., specimen.**LAGO** (French) 4-litre, late 1949, fitted 2/4-seater streamlined sports coupe body, racing performance, hydraulic brakes, disc, virtually as new.**LAGONDA** LG45 1957 model, pillarless sports saloon, immaculate condition; bidders available for £241 overhauled, radio, Ace discs, bumpers, etc.**LAGONDA** 2-litre 1951 Speed model sports 4-seater, real specimen.**M.G.** T.D. 11hp Tickford drop head coupe, September, 1951, many extras, specimen.**ROLLS-ROYCE** 25hp, 1951 model, fitted late Park Ward sports saloon body, with boot, immaculate.**ROLLS-ROYCE**, 1951, fitted with very modern new streamlined sports body, Ace discs, new P.100 lamps, 5 new Fort tyres, push-button radio, etc., etc.**SUNBEAM-TALBOT** 1947 2-litre sports 4-seater, racing green, very fast.**WOLSELEY** are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/253/7154. (C1017)

MAIDSTONE ENGINEERING Co., offer the following selected examples:

CHOICE of four Lancia Aprilias 1937/9; from £450.

1937 Mercedes-Benz 290 model coupe, recellulosed, black, new hood; £575.**1935** 6 Bentley 1½-litre Park Ward sportsman's saloon, black; £685.**1939** Lancia Astura Farina saloon; £750.**1937** Lagonda L.G.6 sportsman's saloon, black; £495.**1949** M.G. T.C., black, 2-seater; £440.**1951** Riley 2½-litre saloon, radio, heater, genuine 20,000 miles; £525.

MAIDSTONE ENGINEERING Co., Cross St., Pendennis, Salford, 6, Manchester, Pen. 3457. (C500)

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

ALFA ROMEO 7 saloon, £225; Austin 7 saloon, £295; Alvis 12 coupe, £395; Alvis Speed 20, £145; Armstrong 12 saloon, £465; Bentley 3½-litre tourer, £125; Citroën 12 saloon, £125; Ford 8 saloon, £95; Lagonda 2-litre tourer, £125; Morris 10-4 saloon, £125; P.100 3, £95; M.G. 12hp, £115; Morris 12 saloon, £45; Oldsmobile coupe, £95; Riley 9 tourer, £95; Riley 9 saloon, £75; Riley 14 saloon, £125; Rolls-Royce Ph. 1, £95; Salmoiraghi 12 coupe, £185; Sunbeam 21 coupe, £55; Standard 9 saloon, £55; Triumph 16 saloon, £165; Wolseley 12 saloon, £95.

IMMEDIATELY increasing and easy terms on all cars; part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 884. (C504/1)

O.M. 2-3-str., completely rebuilt and restored by original and very fastidious owner consequently, nearly perfect; £225 including spares.—Derrington.**FIAT** 1100 special 2-seater, 1949, outstanding road holding, performance and economy, 36-43 mpg. over 30 mph, 8,000 miles only, fully equipped; £575. all spares available.—Derrington, 159-161, London Rd., Kingston 562-2. (C1071)**1939** Atalanta drop head foursome, Ford Mercury engine and gear box, independent suspension all round, cheap for quick sale.—Tel. Horley 877. (C7542)**595** gns.—M.G. Midget, late 1951 11hp T.D. 2-seater, red, leather, loose covers, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith.—Below.**465** gns.—H.R.G. 1948 1½-litre sports 2-seater, green, leather, carefully used, exceptional condition; terms, exchanges.—Rowland Smith.—Below.**395** gns.—Frazier Nash-B.M.W. late 1938 2-litre 320 sports saloon, black and red, recent engine overhaul, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith.—Below.**395** gns.—M.G. Midget, 1947 T.C. 2-seater, black, fawn leather, very good condition, taxed; terms, exchanges.—Rowland Smith.—Below.**325** gns.—Alard, 1949 sports 2-seater, grey, tele-controls, very good condition; terms, exchanges.—Rowland Smith.—Below.**295** gns.—Steyr, 1937 1½-litre supercharged sports Roadster, special streamlined body, cream red wheels, fawn leather, concealed hood, independent front and rear suspension, excellent condition; terms, exchanges.—Rowland Smith.—Below.**245** gns.—Frazier Nash-B.M.W. 1937 model 2-litre convertible sports coupe, maroon, leather, very good condition; terms, exchanges.—Rowland Smith.—Below.**245** gns.—Morgan 4/4, 1939 sports 2-seater, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamptonstead Tube, Hampton 601. (C4018)

SPORTS CARS

TRIUMPH Gloria Vitesse d/h foursome 1936, recent £60 overhaul, exceptional condition; £130.—Richardson, Coppins, Nant Pwll Crescent, Cardiff. Tel. 26881. (7468)

£100—1934 A.C. coupe, good condition, 500 miles, since rebores, good tyres, battery, brakes, lights, etc., taxed year, drive away, offers, owner requires Ford Chrysler, similar saloon.—2, Ashbourne Rd., Derby 47059. (7655)

SPECIAL enthusiasts—unique opportunity to acquire partially built sports car with almost unused Cadillac V8 engine and beautiful aerodynamic aluminium body with ample width for three passengers, sale due to pressure of work precluding completion—genuine bargain, £250 o.n.o.—Remfry Motors, 562, Anlaby Rd., Hull. Tel. 51089. (7520)

NOVEMBER, 1952, supercharged Ford 8 special, very attractive, professionally built aluminium 2-str sports, unsupercharged 75 mph, 45 mpg, supercharged depends on your nerves! New specially tuned engine rot fully run in, respayed red July, dynamo, long range lights, overize rear wheels, new tyres and tele-dractions all round, superb cornering, immaculate; £300 o.n.o.—Enith 2684. (7465)

JOHN and **BROWN** offer Lagonda LG45 tourer, £195; 1947 Standard 8 tourer, £295; 1936 Armstrong Studeley 12 Plus tourer, immaculate, £195; Alfa-Romeo 1935 1.750cc supercharged 2-seater, like new, £550; Alfa-Romeo 1939 2.3-litre saloon, £950; Fiat Ballila sports 2-seater, £285; Isotta Fraschini 8A tourer, £550; M.O. Montlhery Midget 2-seater, £195; M.G. 2-litre saloon, £165.—Ringers Rd., Bromley Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. (C5043)

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hamstead (Tube) N.W.3, Ham. 604. (W4018)

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex, Ealing 8841, 107, New Cavendish St., Great Portland St. W.1. Museum 4221. (W5041)

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lower Garage, Ferry Rd., Barnes, S.W.13 Riverside 6496. (70753/R)

STANDARD 8

GATEHOUSE offer:—

1947 Standard 8 saloon black in excellent condition; £315.—Gateshouse Motors, Ltd., Highgate Village, London, N.6. Mou 4444. (C2021)

BOON & PORTER, Ltd.

1948 model (Dec. '47) drophead foursome coupe, black, one owner, £330.—Casteinau, S.W.15 (By Hammer Smith Bridge) Riverside 4444. (C1022)

1948 Standard 8 tourer, one owner, exceptionally well maintained; £295.

READ BROS. MOTOR CO. (LONDON), Ltd., 56, 1604, Christchurch Rd., Colliers Wood, S.W.19. (C5048)

1947 Standard 8 tourer, excellent condition; £299; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

1948 Standard 8 tourer, grey, unmarked, bargain price; £325.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. (7559)

1946 Standard 8 foursome drop head coupe, exceptional condition throughout, very low mileage; £275.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2055)

£299—1948, we mean this 1948 Standard 8 tourer, in spotless condition, immaculate condition, absolutely unreplaceable value; 3 months' guarantee; hire purchase, exchanges.

L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground). (C2052)

1946 Standard 8 sunroof saloon, finished black-grey, leather upholstery, taxed December, immaculate condition; £325, trade enquiries, second hand.

L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley Station, N.2. Tudor 2301-2. (C5016)

STANDARD 9

STANDARD 9, 1957, 2-door saloon, fine condition, only £149.—Tel. Pop. 2591. (7652)

1938 standard 9 saloon, £195; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

STANDARD 10

1939 Standard super 10 saloon, i.f.s. black, good condition; £260.—Slough 2426. (7508)

£285—1939 Standard 10 de luxe saloon, in spotless condition; also choice 1938 4-door saloon; 3 months' guarantee, hire purchase, exchanges, condition.

L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground). (C2052)

STANDARD 12

ELITE MOTORS offer:—

1946 Standard 12 4-door de luxe saloon, grey, blue leather, outstanding condition throughout; £455.

1939 Standard 12 4-door de luxe saloon, black/red leather, very clean condition; £295.

ELITE MOTORS, 951/961, Garratt Lane, Tooting E Broadway, Tel. Balham 2474 (10 lines). (C2005)

£195—1951 Standard 12 saloon, clean car, terms, exchanges.—Autotips, 5, Balham High Rd., Balham 1509. (C1009)

1947 Standard 12 saloon, one private owner, recellulosed, wireless; £400.—72, St. James Ave., Beckenham 5123. (7456)

£275—1939-40 Standard 12 de luxe saloon, identical, with post-war model, looks and runs as well; 3 months' guarantee; hire purchase, exchanges.

L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground). (C2052)

STANDARD 12

1940 Standard 12 saloon de luxe, good tyres, excellent mechanical condition; £290.—Hewman's Garage, Weybridge, Tel. 1265. (C1083)

1946 Standard 12 saloon, black, brown leather, this car is exceptionally clean throughout and well above average condition, taxed; £375.

C. S. W. 19, Tel. Wimbledon 0195-6. (C1054)

1953 (reg.) Standard 12 estate car, occasional seats, everything new throughout.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2055)

TANKARD & SMITH, Ltd.—1946 Standard 12 saloon de luxe, finished in black with brown leather upholstery, £345.—97, Peckham Rd., S.E.15. Tel. Putney 2051. (C4025)

ROY'S offer: 1946 Standard 12 de luxe saloon, taxed December; £365; h.p. and exchanges.—Rois Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 5700 and 6894. (C5059)

STANDARD 14

1948 Standard 14, black; £395.

HALLS (FINCHLEY), Ltd., Osdon Parade, North Finchley, London, N.12 Tel. Hillside 1044. (7603)

1947 Standard 14 black with brown, two careful owners; £325.—F. Dove, Ltd., 69, (C1077)

1946 Standard 14 coupe, in splendid condition; bargain at £315.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. (C1023)

STANDARD VANGUARD

CAR MART, Ltd.

1953 Standard Vanguard Phase I saloon, 3,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1039)

L. F. DOVE, Ltd., offer:—

1949 Vanguard saloon, bronze leather; outstanding value at £335.—Guildford Rd., Woking, Tel. Woking 1562. (C1078)

ELITE MOTORS offer:—

1949 Standard Vanguard, grey/grey leather, radio and heater, recent recon, engine, £495.

1949 Standard Vanguard, black/brown, grey/red leather, heater, one owner, faultless mechanically, very clean car; £515.

1949 (Nov.) Standard Vanguard, black/brown, exceptional condition throughout; £555; any trial or inspection on above vehicles.

ELITE MOTORS, 951/961, Garratt Lane, Tooting E Broadway, Tel. Balham 2474 (10 lines). (C2005)**CHARLES RICKARDS**, Ltd., offer:—

1952 Standard Vanguard, finished grey, with grey leather upholstery, H.M.V. radio, heater, taxed Dec., 7,900 miles, one careful owner, in faultless condition throughout; £695.

ALDO a good selection of genuine low-mileage cars, all offered with our 3 months' guarantee.

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). (C5050)**WANSTEAD MOTORS**, Ltd., offer:—

1950 Standard Vanguard, comet blue, radio and heater; £545.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. (C4042)**D. J. SHEPHERD & Co. (Enfield)**, Ltd., offer:—

1952 Standard Vanguard saloon, green, excellent condition throughout, fitted H.M.V. radio, taxed, £695.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (C4009)

1949 Standard Vanguard, choice of two; £450.

HALLS (FINCHLEY), Ltd., Osdon Parade, North Finchley, London, N.12 Tel. Hillside 1044. (7602)

1952 Standard Vanguard, black, genuine mileage approximately 11,000, well maintained.

ALINGTON MOTOR CO., Ltd., High Rd., Waltham A Cross, Herts. Tel. Waltham Cross 2760. (6274)

£535 Standard Vanguard saloon, 1950, in excellent condition with leather, heater and radio.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway N.W.2, Gladstone 2234. (C2006)

1951 Vanguard saloon, heater, radio, taxed, excellent condition; £565.—Ruislip Motors, West End Rd., Ruislip 4540. (7285)

1952 Vanguard, black speed 15,000, excellent condition, one owner; £675.—Montrose Motors, Ltd., Wembley 2656-4445. (7240)

1953 Phase II Vanguard, 700 miles; £795.—Evans & O'Malley, Ltd., London S.W. 8, Knightsbridge S.W.1, Tel. Sloane 1555 or 1709. (7086)

1952 Vanguard saloon, overdrive, 9,000 miles, radio and heater, as new, one owner; £695.—Broadway Motors, 67, High St., Hounslow, Hou. 0175 Temple Hat 2588. (C1068)

£445—Vanguard (July, 1949), good throughout, radio, heater, etc.—Richards & Carl, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C5045)

VANGUARD, first read Dec., 1950, grey with red leather, heater, excellent condition, £520, no offers.—Hooper & Jones, Chapel St., Cowley Rd., Oxford 4526. (7541)

200 miles—1953 Vanguard Ph. II saloon, radio and heater, overdrive, £975.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Hat 2588. (C1067)

TANKARD & SMITH, Ltd.—1951 Standard Vanguard saloon, black with red upholstery, fitted heater, one owner, 27,000 miles; £555.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. (C4025)

KENTISH & THOMSON, Ltd.—1949 Standard Vanguard saloon, grey with grey leather, and heater, excellent order throughout; £475.—564-8, Wickham Rd., Croydon, Springpark 3477. (C2047)

1952 (Sept.) Standard estate car 4-door, low mileage, radio and heater, Embellishers, leather interior.—Joe Thompson (Motors), Ltd., 97, Putnam Rd., H.W.5, Kensington 4556. (C4328)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

CAMDEN MOTORS for Standard Vanguard saloons—immaculate one owner car, 1952 type with latest style single barred radiator, etc., very carefully used, and fastidiously maintained, £645.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1951 Vanguard saloon, Comet blue, heater, condition throughout, really immaculate, must be seen; £595.—Bella Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

1951 (Nov.) Standard Vanguard sal., Comet blue, leather, heater, 16,000 miles, one owner, excellent condition throughout; £625.—G. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C5043]

VANGUARD Estate car, November, 1951, green, leather upholstery, radio and heater, one careful owner; £775; terms, exchanges.—G. B. Hall, Ltd., 302, King St., Hammer Smith, W.6. Riverside 2881. [C5031]

1951 Vanguard, one owner, mileage 31,000, chauffeur maintained and in good condition throughout, almost new tyres, colour maroon.—Joseph Nickerson, Estate Office, Rothwell, Chatter. Offers over £500. [C402]

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

FULL value paid for Vanguard or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

PRIVATELY owned Vanguard.—5, Braze Court, Kingston Hill, Surrey. Tulse Hill 2766. [W3037]

C. A. PETO, Ltd., 42, North Audley St., W.1. wish to purchase immediately late model Standard Vanguard.—May 3051. [W3045]

STANDARD 20

1938 Standard 20 saloon, 1948 type body and condition, delivery new car reason for sale; £175.—17, Marlborough Rd., Sheffield. Tel. 63900. [W387]

STANDARD MISCELLANEOUS

SALES, service, spares.

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Tel. Cro. 6089-9. [W052/R]

1948 Standard 14 saloon, also 1950 Standard 12 saloon, both cars immaculate.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010]

ARCHIE SIMONS & Co., Ltd.—1947 Standard 14 saloon colour grey, reconditioned engine recently fitted, radio, in excellent condition throughout; £365. 1404, Standard Vanguard saloon, colour grey, fitted leather upholstery throughout, property of one meticulous owner, nominal mileage; £575.

1951 (Aug.) Standard Vanguard Phase II saloon, colour grey, red leather upholstery, fitted heater and radio and taxed, genuine 500 miles only.—94, Port Portland St., W.1. Lan. 1345. [C4013]

Standard Miscellaneous Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane W.1. Grosvenor 3454. [W075/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard.—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

STANDARD in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2018]

MARTON MOTOR CO., Ltd., for your Standard.—Tel. Sta. 5000.—Seven Sisters Rd., Tottenham N.15. [W181/R]

Standard Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maids Vale 9114 (10 lines). [C106/R]

KJ MOTORS, Ltd., for spares, reconditioned units, Girling agents.—Bromley, Kent. Rav. 3456. [C067/R]

STANDARD Spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 2939. [C051/R]

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway, Bexleyheath, Tel. 1666-7. [C0499]

STANDARD spares all models from 1935; replacement units; complete overhauls, recelluloseing.—Pittcock Ltd., Alexandra Terrace, Guildford, Tel. 5391. [C5941]

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quite commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby, Tel. 5486. [C0475/R]

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors) Northdown Rd., Margate, Tel. Thanet 20465. [C4732]

STANDARD spares for all models; largest provincial stockists.—Hollands Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [C0559/R]

VANKISTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call; orders dispatched immediately.—34-45, Eden St., Kingston. Kin. 8151-4. [C286/R]

HALLS (PINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Pinchley N.3. Pinchley 5908/9. [C0002/R]

STUDEBAKER

STUDEBAKER Champion sedan, 48/9; £795; terms and cart exchange.—Valentine 4674, before 10 a.m. [C2018]

1939 Studebaker Commander, good condition throughout, bargain, £245.—The Bucks Motor Co., Ltd., Aylesbury 164. [W563]

1950 Studebaker (registered 1953) hydromatic Land Cruiser, radio and heater, 24,000 miles.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4852. [C04028]

1949 Studebaker Champion convertible, grey, radio, heater, power operated hood and overdrive, beautiful condition; £575.—Taylor and Crawley, 45, Kensington Court, W.8. Western 6015. [C0436]

1948 Studebaker Commander convertible, electric hood, overdrive, radio, hill-holder, blue with brown leather, 16,000 miles, one owner, as new; £595.—Gatcliffe Motors, Ltd., Highgate Village, London, N.6. Moundsview 4444. [C5021]

RIGHT-HAND drive Studebaker, 22hp Champion 6-seater saloon, 1948 model, late property wealthy retired country gentleman, faultlessly maintained, very moderate mileage, probably the most economical post-war American car on the market; for further details of these and other post-war American cars.

C. ALL, write or phone, Camden Motors, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. [C1035]

SUNBEAM

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505. [C0151/R]

SUNBEAM-TALBOT

W. WELBECK MOTORS, Ltd., proudly offer:—

1953 Sunbeam-Talbot drop head coupe, in most attractive shade of blue with red leather, and black hood, 2,000 miles; cost two months ago with extras, £1,300; our price, £1,150; as this car is identical to new, the saving of £150 must make it an automatic selection for someone who has decided to buy a new Sunbeam-Talbot.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Woking 1282. [C4049]

R. F. FUGGLE, Ltd. 3901 (6 lines).

SUNBEAM-TALBOT 2-litre saloon, chassis and coachwork in splendid condition, taxed for the year; £586.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017]

L. F. DOVE, Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon metallic blue, 19,000 miles, a really outstanding example of this very fine car; £615.—Guldford Rd. Woking. Woking 1282. [C1078]

B. J. HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, fitted H.M.V. radio, spotless condition; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladiators 6308. [C2040]

OVERSEAS CARS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, exceptional condition throughout; £525; for other Overseas car bargains, see page 59.

OVERSEAS CARS, Ltd., 227, Bromford Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C5031]

WARWICK WRIGHT, Ltd., offer:—

1953 Sunbeam-Talbot 90 Mark IIA saloon, radio and heater, beech green, 9,000 miles; £1,050.

1952 Sunbeam-Talbot 90 Mark II convertible coupe, sapphire blue, 11,000 miles; £995.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C0445]

Chipsdale Motors, Ltd.—See our advertisement "Used Sports Cars."

1939 Sunbeam-Talbot 90 saloon, red, reconditioned throughout 1952 condition; £540, particularly—Ascot 113. [C473]

1946 Sunbeam-Talbot 10hp tourer, choice of 2 of a very rare and attractive model.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C0404]

1950 (June) Mark I 90 convertible, green, one owner, H.M.V. radio, heater, Ace rimblahers, £625.—Campbell Symonds, Wembley 6262. [C1037]

1938-9 Sunbeam-Talbot 10 sports saloon, really good order, £259.—G. P. (Baltham), Ltd., 2c, Baltham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-8-9. [C2024]

£385!!—1939-40 Sunbeam-Talbot 10 de luxe saloon, spotless bodywork and genuinely magnificent chassis, this car cannot be faulted; 3 months' guarantee; hire purchase, exchanges.—25, East Hill Clapham Junction, S.W.11. Batt. 2252. [C3022]

F. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

£715.—July, 1951, Sunbeam-Talbot 90 Mark II convertible, extra, 27,000 miles. [C5045]

NAYLOR & ROOT.—1950 Sunbeam-Talbot 90 saloon, black, brock hide upholstery, low mileage, immaculate condition; £695; written guarantee.—25, East Hill Clapham Junction, S.W.11. Batt. 2252. [C3022]

1950 (May) Sunbeam-Talbot 90 saloon, bronze with red leather, one owner, fitted H.M.V. radio, guaranteed 28,000 mls., perfect; £650.—Gibbons Sports Cars (Chesham), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C493]

TANKARD & SMITH, Ltd. offer 1951 Sunbeam-Talbot 90 saloon, metallic grey with grey leather, heater and radio, nominal mileage, excellent condition; £775; three months written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026]

SUNBEAM-TALBOT

CAMDEN MOTORS for Sunbeam-Talbots—2-litre 14hp sports saloon, September, 1947, attractive appearance and particularly good mechanically, excellent tyres, Windfones, fog and pass lights, outstanding bargain at £495.

CAMDEN MOTORS for Sunbeam-Talbots—90 saloon, 1949 model, bronze, fawn leather, exceptional value; £595.

CAMDEN MOTORS for Sunbeam-Talbots—90 saloon, 1951, big engine model, immaculate appearance, coachwork and interior unblemished, one owner since new, heater, etc.; £845.

CAMDEN MOTORS for Sunbeam-Talbots—90 drop head four-seater coupe, 1952, bronze with red leather, carefully used and regularly serviced since new, heater, seat covers, £895.

CAMDEN MOTORS for Sunbeam-Talbots—10hp sports saloon, 1948 series, bronze, fawn, two owners since new, a really nice car, fast and economical; £545.

CAMDEN MOTORS for Sunbeam-Talbots—10hp sports saloon, April, 1946, resprayed last year, very smart maroon finish, excellent tyres and a nice little car all round; £465.

CAMDEN MOTORS, the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1952 (June) Sunbeam-Talbot 90 saloon, one careful owner since new, colour grey with grey leather, heater, taxed year, mileage 15,000, indistinguishable from new, regularly serviced by Sunbeam-Talbot agents; £895.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011]

1951 Sunbeam-Talbot 90 Mark II (big engine) drop head 4-seater sports coupe, black and chromium with red leather, a really immaculate and outstanding example, one ownership, thoroughly recommended, written guarantee, £775; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005]

Sunbeam-Talbot Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—380, Euston Rd., N.W.1. Euston 1212. [C0151/R]

R. ROOTES, DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars. BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath (Borough Green, 4).

R. ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C0111/R]

ROWLAND SMITH'S The Car Buyers. Highest cash prices for Sunbeam-Talbot.—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

FULL value paid for Sunbeam-Talbot or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C493]

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, E. [C0669/R]

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 46381. [C0465/R]

STEYR

295cc.—Steyr, 1937 18/55 supercharged sports Roadster, special streamlined body, cream, red wheels, fawn leather, concealed hood, independent front and rear suspension, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [C4018]

TALBOT

1937 105 shooting brake; £85.—26, Queens Gate Mews, Kensington, Western 5228. [C7611]

1937 3½-litre sports saloon, manual gear box, reconditioned engine, excellent condition; £225.—26, Queens Gate Mews, Kensington, Western 5228. [C7610]

ROYS offer 1936 Talbot 3-litre 7-passenger limousine, good; £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 5700 and 8894. [C3059]

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

Talbot Spares and Service

JOHN BLAND for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.15. Vandyke 1612. [C0896/R]

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [C0864/R]

TRIUMPH

CAR MART, Ltd. 1951 Triumph Renown saloon, 12,000 miles; £795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

1949 Triumph Roadster 2000, perfect; £560.—7, Shirehall Close, Hendon 1603. [C7501]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH
BOON & PORTER, Ltd.

1951 Renown, black/beige, one owner, excellent condition; £725.—Castelnau, S.W.13 (By Hammersmith Bridge), Riverside 4444. (C1022)

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Roadster, just fitted new works engine, excellent condition throughout; £625.
J. HUNTER, 22, Cricklewood Broadway, N.W.2.
B. Tel. Gladstone 6303. (C2040)

MEBES & MEBES, Ltd. (Est. 1939), offers:—

1952 Triumph Mayflower 10hp saloon, metallic grey maroon upholstery, plaid loose seat covers, 3,000 miles, one owner, taxed, practically a new car; £635.—The Broadway, Mill Hill, N.W.7, Tel. Mil. 2040. (C1012)

TRIUMPH Renown, '50, one owner; £610.—Valentine 5674, before 10 a.m. (C2018)

1948 Triumph 1800 saloon, in exceptionally attractive condition; £545.

READ BROS. MOTOR CO. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Bidd. 1604. (C3048)

1950 Triumph 2000 Roadster, black, in very good condition throughout; £555.
REG. TIMMS (MOTORS), 17-19, High St., Tottenham, Beds. Tel. H. 3355. (C4064)

CASS'S MOTOR MART—1949 Triumph 1800 saloon, 35,000 miles, one careful owner; £595.

1939 Triumph Dolomite 2-litre Roadster coupe, reconditioned and attractive; £595, written guarantee.—5, Warren St., W.1, Euston 5523. (C1040)

1949 Triumph 2000 Roadster, black with red leather, fitted heater, low mileage; £585.
H. A. SAUNDERS, Ltd., 526-330, Euston Rd., N.W.1.
Euston 4511. (C4040)

1939 Triumph Dolomite 14 2-seater sports, guaranteed 1939 Oldfield, 396, Kensington, W.14, Wes. 6631. (C3029)

1948 1800 Roadster, black, many extras, good tyres, taxed Dec.; £475; h.p. arranged.—Jones Garage, Syon, Leics. (C1751)

TRIUMPH Renown (November, 1950), black, 19,000 miles, new tyres, battery excellent order; £715.
Hunt, Adderbury, Banbury. (C1745)

1938 Triumph Dolomite; £245; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings, Tel. Seven Kings 5556. (C2046)

1950 Triumph Mayflower saloon, grey with red leather, heater, one owner; £495.—S. F. Erskine & Sons, Ltd. Tel. Woking 350. (C2051)

1938 2-litre Triumph Vitesse saloon, in extremely good condition; £175. C. A. Peto, Ltd., 42, North Audley St., W.1, May 3051. (C3043)

1952 Triumph Renown saloon, green with beige leather, radio, low mileage; £845.—Stratstone, 40, Berkeley St., W.1, Mayfair 4404. (C4022)

£635—1949-50 Triumph 2000 Roadster, unblemished condition throughout, opportunity, 3 months' guarantee; hire purchase, exchanges.
L. AMES, Finchley Showrooms, 421-423, High Rd., Finchley N.12, Finchley 6221. (East Finchley Underground.) (C2052)

TRIUMPH Renown, 1950 (December), black, fitted heater, low mileage, one owner, perfect condition; £665.—Aylard, Woodlands, Wootton Bassett, Wilts. 17552

JACK ROSE, Ltd., offer 1949 Triumph 2000 saloon in grey, heater, reagent covers, almost unmarked, except cracked water jacket, price £125.—Apply: 25, Edgerton, Huddersfield 6851. (C3056)

1937 (Aug.) Dolomite enthusiast's bargain, bodywork very clean, engine fair order, suspect cracked water jacket, price £125.—Apply: 25, Edgerton, Huddersfield 6851. (C3056)

MAYFAIR GARAGES, Ltd.—1951 Mayflower saloon, grey, red leather, one owner, 20,000 miles, fit in almost new condition, 3 months' guarantee.
Balderton St. (Opp. Selfridges), Mayfair, W.1.
Mayfair 5104-5. (C3009)

£575—1948 Triumph 1800 14hp saloon, black, fitted heater, radio, Ace Rimbellishers, radiator mascot, beautiful runner, superb appearance.
Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. (C3025)

TRIUMPH Mayflower saloon, 1951, absolute new condition, very low mileage, black with red upholstery; £575; exchanges, hire purchase.—B. & H. Motors, 146-8, High Rd., Whestone (Finchley), London, N.20, Tel. Hillside 6671-2. (C1020)

£525—Triumph Mayflower, grey with crimson upholstery, one private owner, really nice condition; or £175 deposit and 12 or 18 monthly payments.—Starnes Motors, Triumph Specialists, 103, Cricklewood Broadway, N.W.2, Glia 2480. (C1646)

1951 Renown, maroon, with overdrive, radio, heater, reagent covers, Rimbellishers, etc., mileage 16,000, condition superb; £820, or would exchange Riley, Alvis or Mark V Jaguar.—MacLaren, Tel. Ruddington 3, Notts. (C1756)

475—Triumph 1800 late 1946 razor edge saloon, black, fawn leather, heater, Lucas passlight, good tyres, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1952 Triumph Renown grey saloon, fitted with overdrive, radio, loose seat covers, windscreen washer, heater and twin fog lamps, showroom condition and mechanically perfect; £845.—Tel. Avenue 6008 or St. Albans 6031 (or after business hours Harpenden 37061). (C1739)

£245—Triumph Gloria 15 drop head fourseater coupe, a one owner car in magnificent condition throughout, faultlessly maintained, fitted Burtonwood reconditioned engine, chrome discs, mohair hood; £120 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1024)

£595—Triumph 2000 razor-edge grey saloon, July, 1949, 21,000 miles, one very careful owner, Radiomobile, loose covers, exceptional; or £200 deposit and 12 or 18 monthly payments.—Starnes Motors, Triumph Specialists, 103, Cricklewood Broadway, N.W.2, Glia 2480. (C1645)

TRIUMPH

CAMDEN MOTORS for Triumphs—1½-litre 14hp 8 saloon offers saloon, 1953, deep maroon with leather interior to match, radiator, and all frontal fittings rechromed, cellulose original, excellent performance and acceleration, reasonably economical on petrol, negligible oil consumption, fitted Ace discs, etc.; £535.

CAMDEN MOTORS for Triumphs—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

A GENUINE bargain, privately owned 1½-litre 1939 super sports 4-seater Triumph Dolomite saloon, mint green, wheel discs, a most economical, thoroughly reliable, real fast sporting pedigree motor car in exceptional mechanical condition, 50lb oil pressure all day, beautiful steering, £210; 300 miles trial; photo.—18, Clarence Rd., Manchester, 21, Chorlton 5539. (C1035)

Triumph Cars Wanted

C THE CAR MART, Ltd., wish to purchase Triumph cars—520, Euston Rd., N.W.1, Euston 1212. (0974/R)

R ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Triumph—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

TRIUMPH in good condition for cash.—Tel. Valentine 4674 before 10 a.m. (W2018)

PRIVATELY owned Renown—5, Brae Court, Kingstons Hill, Surrey. Tel. Hill 2768. (W2037)

MARSTON MOTOR CO., Ltd., for your Triumph—N.15, Tel. Sta. 8000—Seven Sisters Rd., Tottenham. (0182/R)

C. A. PETO, Ltd., 42 North Audley St., W.1, wish to purchase late model Triumph Mayflower—May 3051. (W3045)

TRIUMPH Roadster wanted, cash or 1947 Standard 8 models offered in exchange.—45, Shirehall Park, N.W.4, Hendon 1648. (W7430)

H. F. EDWARDS urgently require good Triumph for immediate cash; distance no object; details please to 28, Upper High Street, Epsom, Surrey. Tel. Epsom 9400. (W2001)

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2, Maida Vale 9114 (10 lines). (0597/R)

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war provincial stockists—Rollingrakes Automobile Co., Ltd., Great Portland St., London, W.1, Lan. 7733. (0145/R)

G EARS, parts, reconditioned, guaranteed gear boxes (including Gloria), shock absorbers, repairs, 10, Winchester Mews, N.W.3, Prim. 6159. (0914)

TRIUMPH spares for all post-war models, largest provincial stockists—Rollingrakes Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5572). (0555/R)

UTILITY CARS

H. BEART & Co., Ltd.

BRADFORD utility de luxe, first registered November, 1951, genuine 20,000 miles, very carefully maintained by one owner since new, an outstanding value at £365.—102, London Rd., Kingston-on-Thames. Tel. 3348. (C1081)

H. A. SAUNDERS, Ltd., offer:—

1951 Hillman Minx Estate car, grey with brown upholstery; £495.

836—42, High Rd., N.12, Hillside 5272 (8 lines). (C2027)

JACK STONE & SON offer:—

1948 Morris 12 6-seater metal body utility; 1950 Austin A40 metal body utility; coachbuilt wooden utility bodies to your own specifications, £135; order your new Vanguard, Hillman, Austin tractor, etc. utility car or van, immediate delivery, write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. (C4021)

TAYLOR & CRAWLEY offer:—

1952 Humber Pullman estate car, finished in only the largest and most luxurious utility, a Chevrolet de luxe estate car, 35,000 miles, one private owner; £1,075.

48 Kensington Court, W.8, Western 6015. (C4056)

ROWLAND SMITH'S for Utility cars.

265—Vauxhall 14, 1939, 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

H Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

HUMBER wooden shooting brake; £295.—135, Cricklewood Broadway, N.W.2, Gladstone 2226. (C2022-1)

£350—1944 Hillman 10 shooting brake.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (C2022)

GUY ALFRED & Co., Ltd.—1947 Morris Martin Walter Utilecon, one owner only.—6-7, Warren St., W.1, Euston 5268. (C1005)

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Epsom, Tel. 6225-6. (0621/R)

1947 Vauxhall Bedford 12hp Martin Walter Utilecon, excellent throughout; £350.—Autowork, Ltd., Winchester, Tel. Winchester 4854. (C1010)

1950 Fordson 8hp Utilecon, excellent order throughout; £370.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14, Tel. Western 2512. (C4019)

UTILITY CARS

£595—1949 Alvis 14 utility, just completed

major overhaul costing £150, including re-bored engine, not yet run in.—Below

£295—1949 Magnificent Ford V8 30hp fitted Dagenham wood body, in immaculate condition, lately owned by large concern who maintained this vehicle perfectly.—Below

£295—1940 Ford Anglia 8hp special wood-bodied utility, spotless condition, excellent value.—Below

£295—1948 Bradford utility, small mileage and very carefully maintained.—Below

£165—1936 Ford 4 utility, most excellent value and in outstanding condition for year; 3 months' guarantee; hire purchase, exchanges.

L. AMES, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) (C2052)

CASS'S MOTOR MART—1948 genuine American Willys Overland Jeep 7-passenger estate car, r.h.d., overdrive, outstanding condition.—5, Warren St., W.1, Euston 4110. (C1040)

1952 Standard Vanguard estate, 12,000 miles, radio, heater, covers, leather, overdrive, one owner, regularly serviced by makers; £875.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1, Tel. Sloane 5557. (C3008)

VANGUARD Estate car, November 1951, green, leather upholstery, radio and heater, one careful owner; £775, terms, exchanges.—O. S. Hall, Ltd., 302, King St., Hammersmith, W.6, Riverside 2881. (C2051)

1950 Jowett Bradford 6-light utility, green, excellent condition throughout, any inspection invited, 3 months' guarantee; £295.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18, Vandyke 1166. (C4034)

Utility Cars Wanted

ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Utilities—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

WHY accept less for your utility, estate car or van? shooting brake, when you can get it full market value from—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. (W2008)

VAUXHALL 10

1939 Vauxhall 10 saloon; £265.—Ace of Spades, Great West Rd., Hounslow 5476. (C2050)

£285 Vauxhall 10 1939 4-door saloon, cellulose unmarked, excellent mechanically, several post-war, many others.

B don, W.11, Park 5066-7 (50yds Holland Park Tube). Exchanges, h.p. (C1017)

1939 Vauxhall 10 saloon de luxe, outstanding condition, in every respect; £225.—Brooklands Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. (C1030)

£295—1939 Vauxhall 10hp drop head fourseater coupe, a most desirable car of smart appearance and the delightful mechanical order, engine exceptionally quiet but very lively, brakes and steering "spot-on," excellent suspension giving a smooth and quite luxurious ride for a car of such modest horse power, good hood and tyres, and in quite attractive condition.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

VAUXHALL 12

1939 Vauxhall 12 saloon, immaculate condition; £275; exchanges, terms.—Palmer, 4, Russell Gardens Mews, Kensington, W.14, Park 9704. (C3084)

VAUXHALL 14

1940 Vauxhall 14, immaculate condition, heater, radio, new head-lights and carpets; £340.
51, Eldon Rd., Cheltenham. (C1746)

£265—1939 Vauxhall 14 saloon, very clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. (C1067)

£415—1946-7 Vauxhall 14 J type de luxe saloon, spotless throughout and only wants seeing; 3 months' guarantee; hire purchase, exchanges.

L. AMES, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) (C2052)

1937 series Vauxhall 14 sun roof saloon, specimen car, taxed year; £245.—Frank Dale, 61, Lancaster Mews, W.2, Paddington 4061. (C1067)

R oods; £165; H.P. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8994. (C3059)

1940 (model) Vauxhall J type 14hp saloon, black with brown leather, radio, screen-washer, recent engine overhaul, excellent condition; £345.—Pantiles Service Garage, London Rd., Guildford 5326. (C3035)

VAUXHALL WYVERN & VELOX

L. F. WARD, Ltd.

1952 Vauxhall Velox, radio heater, windscreen 22 sprays, 11,000 miles, with grey upholstery.
F. W. HUNTER, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. (C4043)

B. J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, all extras, radio, heater covers, etc.; £655.
B. N.W.2, Tel. Gladstone 6303. (C2040)

G LANFIELD LAWRENCE offer:—

1951 model Vauxhall Velox saloon, blue/grey, heater, radio, two owners, 26,000 miles, very nice throughout; £395.—407, High Rd., N.12, Finchley 0991. (C2053)

METROPOLITAN MOTORS offer:—

1953 Vauxhall Wyvern saloon, 6,000 miles, many extras, taxed year; £875.—Metropolitan Motors, Horn Lane, Acton, W.5, Acton 5064. (C1069)

1950 series Vauxhall Velox saloon, splendid condition; £340.—Autowork, Ltd., Winchester. Tel. Winchester 4854. (C1010)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

GUY SALMON AUTOMOBILES offer:—

1951 Vauxhall Wyvern saloon, black, brown leather, immaculate car, original condition throughout; £625.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Vauxhall Wyvern saloon, fitted radio, heater, louver covers, wing mirrors and taxed year, 6,000 miles, in perfect condition; £375.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2054)

1952 Vauxhall Velox saloon, radio, etc.; £395.

1952 Vauxhall Velox saloon, as new; £795.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., N.W.1. Eus. 6611. (C2023)

1949 (Sept.) Wyvern, black/grey, a really immaculate car. £409. Below. (C2023)

1952 (Sept.) Wyvern, 89, engine, heater, covers, etc., really immaculate, as new, £210.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 6011. (C4004)

1953 (July) Velox, black, 2,100 miles, carefully run in; £250; private sale.—Box 0195. (7656)

1952 (late) Vauxhall Velox, square engine, one owner, heater, windscreen washers, 8,000 miles only, taxed; £395.

JOHN WILSON AUTOS, Ltd., Banderstead Rd., South Croydon. Banderstead 4250. (C4055)

VELOX 1949 saloon, black, heater and radio, one owner, new engine fitted, done 11,000 miles; £405.—Shepperton Garage, Watton 2522. (7408)

1953 Velox (July), 600 miles, grey, radio, heater, windscreen washers, louver covers, etc., seen London; £375.—Box 0171. (7545)

CARROLL MOTOR MART.—1949 Vauxhall Velox saloon, radio and heater, one owner; £495; written guarantee.—5, Warren St., W.1, Euston 4110. (C1040)

FOR SALE—1952 Vauxhall Velox saloon, black, with heater, excellent condition, privately owned.—Tel. Southend-on-sea 44524, 39, St. James' Gardens. (7365)

1952 Vauxhall Velox, square engine, heater, screen wash, multiple mileage, excellent condition; £795.—Dobsons, Ltd., Epsom, Tel. 601. (C1074)

1949 Vauxhall Velox 4-door saloon, black, fawn leather, one owner, low mileage, guaranteed; £525.—Kings Motors, 1, High St., Hounslow, Tel. 3532. (C2049)

1950 Vauxhall Velox saloon, black/brown leather, fitted radio, heater and link mate, one owner, low mileage, immaculate and perfect throughout; £545.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

PRIDE & CLARKE, Ltd.—1949 Vauxhall Velox saloon, black/beige leather, radio, choice of two from £469; three months' guarantee, terms, exchanges; hats.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

465 gns.—1950 series Vauxhall Velox saloon, black, heater, push-button radio, covers, exceptional; £165 deposit.—George Clarke (Motors), Ltd., 470, Brixton Hill, S.W.2. Tulse Hill 3211. (7571)

1951 (March) Wyvern heater, one owner, £565, no offers, taxed for year, also 1951 (October) Sunbeam-Talbot saloon, £825, or near offer.—Apply County Stores (Somerset), Ltd., Taunton. (7544)

1952 series Velox 18hp latest streamlined saloon, guaranteed 16,000 miles only, spare unused, finished black leather upholstery, fitted radio, heater, reverse light, spotlight, cigar lighter, taxed to December, as new throughout; £795; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station N.2. Tudor 2501-2. (C3018)

VAUXHALL MISCELLANEOUS

S. SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. (0017/R)

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers. (C2049)

1938 Vauxhall 10, black/brown leather, good tyres, and sound condition mechanically. (C2049)

1946 Vauxhall 14, black/brown leather, radio, good condition mechanically. (C2049)

1950 Vauxhall Velox, metallic grey, low mileage, heater, radio and louver covers fitted, excellent condition throughout. (C2049)

1952 Vauxhall Velox, square engine, blue, low mileage, heater and radio fitted. (C2049)

The above cars are under the bonus Vauxhall scheme i.e. bonus H.M.L. rebuilt engine within 2 years or 40,000 miles. (C2049)

A.H.M.L. will purchase for cash all Vauxhalls cars, including latest models. (C2032)

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 757.—Gregory's of Uxbridge. (0039/R)

GRAHAM BROTHERS (MOTOR), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. (0285/R)

Vauxhall Miscellaneous Cars Wanted

C THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5454. (0675/R)

S SHAW & KILBURN, Ltd., Vauxhall main dealers. (0018/R)

WILL purchase modern Vauxhall cars. (0018/R)

4-6, Berkeley Sq., W.1. Grosvenor 4328. (0018/R)

Vauxhall Miscellaneous Cars Wanted

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

VAUXHALL in good condition for cash.—Tel. Valentin 2098 and 4674. (W2016)

PRIVATELY owned Vauxhall—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

FULL value paid for Velox or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

REALLY good second-hand Vauxhall required.—Cobb, 50, Harley House, N.W.1. (W1086)

VAUXHALL cars, post-war models, urgently required.—Collyer Garage, Ltd., Earis Court Rd., S.W.5. Fremantle 6373. (0479/R)

ARLINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. (0612/R)

7-BEAUER private 1937/8/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

H. F. EDWARDS urgently require good Vauxhall for immediate cash, radiator no object, details please to—28, Upper High Street, Epsom, Surrey. Tel. Epsom 9400. (W2001)

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 462-490, Edgware Rd., London W.2. Call, write or tel. Paddington 0022. (W2032/R)

Vauxhall Spares and Service

C.A.O. CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamo, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at—

BEDFORD House, 360-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). (0605/R)

BROADWAY MOTOR CO. (W1006)

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR CO., 5-13, Russell Rd., Wimbledon S.W.19. Liberty 2494-5-6. Stores: Liberty 6365. Gramer Automobiles, Wimbles, London. (0635/R)

KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 2456. (0393/R)

SKURRAY'S, Ltd., Swindon.—Replacement engines and comprehensive range of reconditioned service units; Vauxhall, Bedford main dealers.—Swindon, Wilts. Tel. 2265. (0965/R)

VETERAN CARS

1912 Charron 12-16 drop head coupe, immaculate, excellent runner, taxed; £125.

G. A. BROOKES, Ltd., Station Rd., Edenbridge, Kent. Tel. 289 and 2372. (C1094)

WELHAM, Veteran Car Specialists, Burbiton Hill Rd., Burbiton, Elmbridge 1875.—Buy and sell pre-1914. (0201/R)

VETERAN CARS Wanted

VETERAN car required, pre 1910.—B. A. Rolfe & Sons, Ltd., Romsey. (7410)

VINTAGE CARS

1926 Cluyle 10hp tourer, fantastic mechanical condition; what offers over £357.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. (C1094)

1926 Lagonda 2-litre semi sports tourer, new hood, in excellent original condition throughout; £75.—Bourne End Motors Ltd., Bourne End, Bucks. Tel. 400. (7510)

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey

THE Volkswagen People, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises, open for reception, week-ends.—Tel. Ripley 2361. (0875/R)

1949 saloon, r.h. drive, blue, leather upholstery, in immaculate condition; £375.—Bourne End Motors, Ltd., Bourne End, Bucks. Tel. 400. (7508)

RICHARDS & CARR have choice of two Volkswagens at £250 (i.h.d.) and £325 (r.h.d.)—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3045)

RHD Volkswagen, recon. engine, extras, virtually new tyres, very good throughout; £325.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3045)

1950 Volkswagen right-hand drive de luxe, new in 1950, beautiful upholstery, all latest modifications and radio; the best second-hand V.W. in the country; £550.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (C4056)

V&F MONACO MOTORS, the only Volkswagen specialists in London, offer you their unique experience obtained in three years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagens and handle no other type of car; all Volkswagen spares stocked; Volkswagens cars bought and sold.

V&F MONACO MOTORS, 5a, Wetherby Mews, Earis Court, S.W.5. Pro. 4657. (0642)

Volkswagen Cars Wanted

VOLKSWAGEN wanted for cash.—Valentine 2098 or 4674. (W2018)

VOLKSWAGEN wanted privately for cash.—Details, Budden, 55, St. Swinith's Court, Bridport. (7499)

Volkswagen Spares and Service

GENUINE spare parts may now be obtained from sole concessionaires, 79/85, Davies St. (entrance in Weighouse St.), Tel. May 6718. (0647/R)

GEAR parts guaranteed gear boxes (incl. N.F.), engines, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Primrose 1159. (0076)

Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2551) and Dorset House (Weilbeck 7950) branches have factory trained mechanics, and offer you full service with repair and parts facilities. (0655/R)

Willis-Overland Spares and Service
JACK OLDING & Co., Ltd., Willis-Overland Distributors for the United Kingdom, Audley House, North Audley St., W.1. Mayfair 5342. (85030/R)

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor

1951 (Sept.) Wolseley 6/80 saloon, moonstone grey, 12,000 miles, one owner.

1946 Wolseley 10hp saloon, black, brown upholstery, carefully used car.

1946 Wolseley 8hp saloon, black, brown upholstery, very good condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5051), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (C4046)

DICKS, 1946 Wolseley 6 saloon, fitted reconditioned engine, fast and attractive little car, £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. (C1072)

RAYMOND WAY, 12, Berkeley St., W.1 (Mayfair 5051), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (C4046)

RAYMOND WAY, the hire-purchase specialists.

1947 Wolseley 18 saloon in really immaculate condition throughout, mechanically faultless, chauffeur driven and maintained; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantees, part exchange on your present motor cycle or car; always 200 cars under £600 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

H. BEART & Co., Ltd.

1947 Wolseley 14/60 saloon, one owner since new, carefully maintained, outstanding value at £495.—102, London Rd., Kingston-on-Thames. Tel. 3348. (C1061)

ELITE MOTORS offer:—

1947 (Oct.) Wolseley 14/60 4-door de luxe saloon, dark green/brown, one owner, recorded mileage 31,000, superb condition throughout; £475.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). (C2005)

J. HUNTER, Ltd., offer:—

1949 Wolseley 4/50 saloon, one owner, definitely excellent; £575.

B. J. HUNTER, Ltd., 22, Criklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

PHILIP RICKARDS, Ltd., offer:—

1951 (Nov.) Wolseley 6-80 saloon, black, seat covers, 9,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

METROPOLITAN MOTORS offer:—

1951 Wolseley 6/80 saloon, taxed year, fitted radio and heater, absolutely unmarked; £675.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. (7088)

GUY SALMON AUTOMOBILES, offer:—

1952 Wolseley 4/50 saloon, 10,000 miles, H.M.V. radio and heater, immaculate condition throughout; £785.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1951 Wolseley 14/56, dark green, almost as new; private sale.—Tel. Hampstead 6947. (7378)

1951 Wolseley 4/50 saloon, fitted heater, immaculate; £615.

SERVICE STATION, Kingston Vale, S.W.15. Kin. 8535. (C4060)

1940 Wolseley 18 saloon, clean car; terms.—Autonips, 5, Balham High Rd., Balham 1509. (C1009)

1939 Wolseley 14, radio, heater, good all round; £345.—Hillingdon Motors, Uxbridge 412. (C2062)

1939 Wolseley 10 4-light foursome drop head rear model, extras; £375, or offer.—99, Fairholme Ave., Romford. (7360)

CASE'S MOTOR MART—1947 Wolseley 14/60 saloon, excellent written guarantee—5, Warren St., W.1. Euston 5523. (C1040)

1951 series Wolseley 6/80 saloon, one owner, Durngate Garage, Durngate Place, Winchester. Tel. Winchester 2955. (C1010)

WOLSELEY 6/80, Sept. '52, mileage guaranteed, 9,000, as new, green, tanget over fitted; £790.—Grammore, Tel. 2040 Putney Bar. (C1062)

1938 Wolseley 18 saloon; £225; part exchange; terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. (C2048)

BEARTE of Kingston, Wolseley distributors.—Sales spares and repairs—102, London Rd., Kingston. Tel. 3348. (0083/R)

1939 Wolseley 10 saloon, very good condition; £270.—Clairmonte Bros., Shanklin Rd., London, N.8. Mouservise 5265. (C1058)

545 gns.—Wolseley 6/80, September 1950 saloon, black, brown leather, heater, carefully used, exceptional condition; terms, exchanges.—Howland Smith—Below.

245 gns.—Wolseley 12, 1937 model de luxe saloon, black, sliding head, brown leather, twin beam lights, carefully used, very good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Howland Smith, Hampstead (Hampstead Tube). Head 6031. (C4018)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

1950 Wolseley 6/80 saloon, black with brown upholstery, heater, 19,000 miles, excellent condition throughout. £625.—Wall's Motor Works, Ltd., Marine Place, Worthing. [7352]

NAYLOR & ROOT—1949 Wolseley 4/50 saloon, black, brown hide, reconditioned engine, good tyres, excellent value. £595, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022]

1951 (July) Wolseley 6/80 black saloon, one owner, immaculate. £625.—Brooke House Motors, Ltd., 32-6, Upper Clapton Rd., E.5. Amhurst 3191, Tottenham 9546. [7565]

£350—1939 Wolseley coupe, black with beige leather upholstery, very carefully maintained in exceptional condition.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2861. [C2051]

£250—1939 Wolseley 25hp de luxe saloon, black, brown hide, post-war shape and appearance. £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1937 Wolseley 12 4-door de luxe saloon, recon. engine fitted recently. £249.—G. P. (Bulham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024]

TANKARD & SMITH, Ltd., offer 1949 Wolseley 6/80, black with brown leather, heater, exceptionally maintained. £575, 3 months' written guarantee. 194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026]

1952 (September) Wolseley 6/80 saloon, genuine mileage 5,000, condition as brand new throughout. £645, 3 months' written guarantee, free after-sale service, usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (junction North Circular and Gt. North Rd.) 3 minutes trolley E. Finchley Tube. Finchley 0052/53. [C4065]

LIMOUSINES, 1950/25hp, partition, forward or cantonal, black, genuine mileage 4,000, unblemished, cost £2560, low cost, also 1949, mileage 22,000, privately owned. £975. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1036]

Wolseley 4/50 Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Wolseley Four-Fifty cars.—520, Euston Rd., N.W.1. Eus. 1212. [C1021]

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

Wolseley 6/80 Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gros. 3435. [0722/R]

Wolseley Cars Wanted

R **ROWLAND SMITH'S**, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

PRIVATELY owned Wolseley—5, Erac Court, Kingston Hill, Surrey. Tube Hill 2768. [W3057]

WOLSELEY 12/14 saloon, 1936-1948.—Jack Thomas, 51, Stafford Rd., Croydon, Croydon 0651, evening The 6517. [C4066]

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsey Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R]

HARD surfaced rockers 6/- each exchange, other spares.—Thomson, 104, Kingston Rd., Wimbledon, S.W.19. Liberty 8498. 1 till 2 and after 7 p.m. 17214

GEARS, parts, guaranteed gear boxes (incl. N.P.), engines, shock absorbers, repairs.—10, Winchester Mews, N.W.5. Prim. 6159. [0076]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0525]

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.5 (Flaxman 5181), for Wolseley service, complete overhauls, coachwork and reconditioned engines. [0277/R]

R **HANDY & SON**, 55, Marylebone High St., W.1. Westick 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516/R]

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5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [0629/R]

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 50 years.

WEST LONDON MOTOR MART offer a large selection of vehicles, mostly under £150, deposit from £25, immediate hire-purchase and insurance facilities. **WEST LONDON MOTOR MART**, Ealing Rd., Great West Rd., Brentford Middx. Ealing 8842 [C5041]

Miscellaneous Cars Wanted

R **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

GATEHOUSE MOTORS

ARE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021]

IF you wish to sell your car for cash, write, phone or call.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2025/R]

PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model, H.P. accounts settled, exchanges.—Write, phone or call, Stockwell Rd., S.W.9. Bri. 6251. [0740/R]

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. [W3022/R]

MOTOR CYCLES FOR SALE

S **A. COLES, Ltd.**—England's leading motor cycle specialists offer a large selection of new models for immediate delivery, exchanges, hire purchase, everything for the motor cyclist.—364-368, High Rd., Leyton E.10. [0541/R]

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IMMEDIATE delivery Austin Sheerline Austin 16hp Humber Mark IV Rolls 250hp seen at

A **LPE and SAUNDERS (COACHBUILDERS)**, Ltd.

OUR only Address, Station Approach, Kew Gardens, Richmond, Surrey. [7422]

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THE superlative hearse coachwork of Arthur Mulliner, Ltd., is available on the new Austin Sheerline 16hp chassis new Humber Pullman chassis and the 16hp Austin chassis; full particulars and photographs gladly supplied on request. Arthur Mulliner, Ltd., 17, Bridge St., Northampton. Tel. 907. [M5019/R]

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A **USTIN** Sixteen—Latest 4-Bearer Deck, attractive design, lavish equipment, reasonable cost.

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1947 (Aug.) 25 5cwt Morris box van.—Egham Motor Co., Egham. [7413]

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IMMEDIATE delivery new Austin 2-ton Loadstar drop-side truck.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wun. 3531-2-5. [M4036]

1938 Bedford Luton, exceptional mechanical condition. £255.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045/R]

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C **AR** makers approve Witter towing brackets.—Witter 134, Foregate St., Chester, 4. [0579/R]

CARAVAN ACCESSORIES

T **OWING** brackets, over 60 designs from stock.—R. Dixon-Bate, Ltd., Chester, 2. [0576]

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P **RATT** trailers, 5 to 6cwt carrying capacity, for touring, camping, farming, boating, etc.—Pratt Engineering Co., Northallerton, Yorks. [0747/R]

L **ONDON** stockists for Blockhouse and Taskers trailers for private and commercial purposes; delivery from stock, trailers available for hire.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 6221. [0161/R]

E

NEW CARS FOR SALE

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ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. 8-14, Meard St., Soho, W.1. [N4055]

MAIN distributors for all Allard models.

PHONE or write for details or demonstration. [0480/R]

DAVENHAM MOTORS, Ltd., distributors for Middlesex, Hertfordshire, Bedfordshire and Essex. Park Lane, W.1. Hyde Park 4066. 374, Ealing Rd., Alperton, Middx. Perivale 5348. And 6, 8 and 12, Bankey Rd., Catford, S.E.6. Hither Green 4821. [N1066]

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3-litre saloon; immediate delivery; £1,771/19/2.

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KINGSTON-ON-THAMES.—Alvis Sales and Service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4055/R]

MANCHESTER.—Alvis main agents: sales and service.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane, Mcc. 19. Rus. 2874-5. [0825/R]

ARMSTRONG SIDDELEY

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THE CAR MART, Ltd., London Austin distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1. Euston 1212. [0351/R]

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H. A. SAUNDERS (Radlett), for all models Austin.—Tel. Radlett 5581. [N4003]

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BREW BROTHERS, Ltd., agents for Austin cars, sales and service.—135, Old Brompton Rd., S.W.7. Kensington 2468. [N1065/R]

L. F. DUVE, Ltd., main dealers and vehicle distributors Austin.—See all the models at 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [N1077/R]

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IMMEDIATE delivery Princess and Sheerline saloons also A70 Countryman.—Lanekster Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 3154. [0263/R]

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SERVICE station: Cheetham Hill Rd., MANCHESTER, 8. Tel. Blackfriars 2302. [0506/R]

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OFFICIAL Bentley retailers.

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RIPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Ripon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R]

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KEVILL, DAVIES & MARCH, Ltd.

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BUICK.—Sole concessionaires, Lendrum & Hartman, Ltd. Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [0396/R]

CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0326/R]

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BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568. Distributors for London and Home Counties. [N1027/R]

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ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

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OFFICIAL agents Citroen cars; quick delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Pri. 6623. [N1051]

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CITROEN.—John S. Truscott, Ltd., official agents; immediate delivery, exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4035]

THE HINDHEAD MOTOR WORKS, Ltd., Hindhead, Surrey, offer immediate delivery of Citroen ex stock; Light 15, sunshine roof, £395; and 6-cylinder sunshine roof, £1,349.—Tel. 665. [C2061]

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C. A. PETO, Ltd.—Appointed agents; Daimler Conquest orders accepted for early delivery.—42, North Audley St., W.1. May. 3051. [N3043]

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PRIDE & CLARKE, Ltd., for your new Ford; exchanges; terms.—257, Brixton Hill, S.W.2. [0734/R]

MOTORISTS (LONDON), Ltd., invite enquiries for all models.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

ARTHUR E. GOULD, Ltd., main Ford dealers. Sales Regent St., W.1. and 8-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chancery St., W.C.1. Museum 6073. [0656/R]

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104, Ford Rd., Folkestone. Folkestone 5122 (2 lines). [0098/R]

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REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Mille Miglia and Fixed-Head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [0478/R]

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NEW CARS FOR SALE

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H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018]

GROSSEVENOR GARAGE (BFD), Ltd., Jowett distributors for West Yorkshire, Manningham, Bradford 23081 (6 lines). [0255/R]

KINGSTON-ON-THAMES—Distributors for Javelin, Jupiter, Bradford vans and utilities; demonstration vehicles available.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4053/R]

PRIDE & CLARKE, Ltd.—Jowett main agents, exchange your car now for a de luxe or standard model, immediate delivery; terms.—Stockwell Rd., S.W.9. Brixton 6251. [0147/R]

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercial, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R]

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KAISER-FRAZER sales and service, Corps Diplomatique supplied for sterling; prompt delivery; U.S. Service personnel supplied direct from U.S.A.; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R]

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WEST Yorkshire distributors of Lea-Francis cars.—Marshall's (Hallifax), Ltd., King's Cross Rd., Hallifax, Tel. 5044. [0470/R]

J. C. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester, Tel. Deansgate 4795. [0041/R]

SOUTH WALES—Mon. main distributors for Lea-Francis products, early delivery offered.—Glanfield Lawrence, Ltd., 2, City Rd., Cardiff (Tel. 29531). [N965/R]

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G. SMITH (MOTORS), Ltd.
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NEW M.G. T.D.: choice of colours, immediate delivery; terms; exchanges.—Gibson's Sports Cars (Exchur), Ltd., Lyndhurst Rd., Christchurch, Bants. Tel. 1061. [7494]

NEW M.G. T.D. 2-seater, black with red leather, for immediate delivery; list price.—Ingis Automobiles, Ltd., 66-78 Pitt St., Edinburgh, 3. Tel. Edinburgh 26287. [7424]

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MORGAN Plus Four coupe drop head, in red; 2879/9/2.

DISTRIBUTORS: The County Garage, Morecambe, Tel. 207. Open 8 a.m.-11 p.m. [4260]

BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Langham 7753. [0510/R]

1953 Morgan Plus Four coupe, blue, brand new and unregistered, we are in the fortunate position to offer immediate delivery of this very attractive sports model at list price.—Huxham's, Ltd., Penn Hill Garage, Parkstone, Dorset, Tel. Parkstone 2. [7574]

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PRIDE & CLARKE, Ltd., for your new Morris; exchanges, terms.—257, Brixton Hill, S.W.2. Tel. 3664-5. [0735/R]

LANKESTER ENGINEERING Co., Ltd., immediate delivery Morris Six saloon.—39-43, Eden St., Kingston, Kingston 5154. [0264/R]

NEW Morris Six saloon, grey, immediate delivery; list price.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [7578]

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd. only.—Nash St., Albany St. N.W.1. Euston 5558-9. [0562/R]

OLDSMOBILE

DISTRIBUTORS (RAWLWELL), Ltd.—Sales, Service and Spares.—Brindley Heath Garage, nr. Linsfield, Surrey, Tel. Linsfield 350-1. [0862/R]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 5003.) Service, workshops and Spare Parts: 7, Pennington Villas, nr. Westbourne Grove, W.11. (Bayswater 6626-7.) [0257/R]

OPEL

LANCASHIRE and Cheshire distributors for Opel sales service and spares.
GROSSEVENOR GARAGE, Burnage Lane, Manchester, 19. Rus 2874-5. [0199/R]

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [0750/R]

PARAMOUNT

THE new Paramount.—The first production models of the new and exciting Paramount 4-seater sports roadster available in the very near future; full de luxe model £625, plus P.T. £261/10/19 (total £886/10/19); part exchanges and hire purchase terms available; full details from distributors for Great Britain

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard Beds. Tel. 2041 (5 lines). [N1035]

PEUGEOT

TOM KNOWLES, Ltd., sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5363. [0898/R]

PONTIAC

PONTIAC—U.S. Concessionaires, Ltd.—Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Fitzman 7752. Also at Pontiac Works, Fernbank Rd., Asot, Berks. [0950/R]

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England Sole Concessionaires. All services available.—Tel. Ripley 2561. Cables Colburwagen, London. [0372/R]

RELIANT

WE offer: reasonable delivery on the new 4-seater Regal coupe, price £299/10 plus £62/19/2 purchase tax, 50 m.p.h., 65 m.p.h., the lowest priced car on the market terms.—Main Agents, Church Rd. Eng. Co., Ltd., Hadehith, Essex. [4098]

RENAULT

METROPOLIS GARAGES, Ltd., the Renault distributors for sales, service and spare parts for all models.—1-31, Macleod St. (Olympia) W.14. She. 5365-6-7. [0526]

AUTO SALES (LONDON), Ltd., are the North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59/65, Bealide Rd., N.W.6. Tel. Mai. 5595. [0110/R]

RILEY

14 litre, delivery ex stock, one only.—Montrone Motors, Wembley 2636. [0765/R]

RILEY 14, grey, red, immediate.—Cranmore, Tel. 2040. Putney Bar. Tel. Grosvenor 5551. [N1062]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018]

C. A. PETO, Ltd., Appointed Agents, Riley Sales and Service.—42, North Audley St., W.1. May. 3051. [N5045]

JOHN S. TRUSCOTT, Ltd., official agents.—Early delivery; exchanges; deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4035]

CLARKE & SIMPSON, Ltd., Riley sales and service.—One only, 2½ saloon, red with red leather, for immediate delivery.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1048]

ROLLS-ROYCE

CAR MART, Ltd.
NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3454. [N1039/R]

GROSE, Ltd., Northampton.
OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.
MARKFAIR Northampton. Tel. 4540. [0520/R]

ROLLS-ROYCE

DAVID ROSENFELD, Ltd.
OFFICIAL Manchester Rolls-Royce and Bentley retailers.

SHOWROOMS: 1/5, Peter St., Manchester, 2.
PHONE: Blackfriars 4942

SERVICE station: Cheetham Hill Rd.
MANCHESTER, 8, Tel. Blackfriars 2502. [0561/R]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork, Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Hoversford 7070 (10 lines). [0249/R]

ROVER

HENLYS, England's leading Motor Agents
ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

COME to the pre-war specialists for anything Rover.
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. [N2058/R]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.
MAIN agents for South West Surrey St. Catherine's Garage, Guildford 62907-9. [0245/R]

KJ MOTORS, Ltd., Bromley main agents, offer delivery on all models.—Ray, 7456. [0267]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018]

CROYDON—Main agents Leathwood's Garages Ltd., 305 St. James's Rd., Croydon, The 1222. [0065/R]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service—Marefair, Northampton. Tel. 4540. [0001/R]

R. P. POWELL MOTORS, Ltd., East London area dealers—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451/R]

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. 4444. [1660]

R and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R]

PLYMOUTH, 8, Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists.—Alexandra Rd., Plymouth, Tel. 5055. [0801/R]

LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0452/R]

ROSENFELD for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0862/R]

SINGER

PRIDE & CLARKE, Ltd.—Exchange your car now for a new SM1500, many other new cars available, terms.—257, Brixton Hill, S.W.2. Tel. 3664-5. [0907/R]

SINGER—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12, Works, Alcester Rd., Moseley 13. [0168/R]

THE Singer agents offer immediate delivery of all 1953 models; demonstrations, exchanges; deferred payments.—Automotors, Ltd., Lower Garage, London, S.W.13. Riverside 6496. [0757/R]

STANDARD

SALES, service, spares.
STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Tel. Cro. 6086/9. [0026/R]

MEBES & MEBES, Ltd. (Est. 1895).
STANDARD and Triumph agents, offer immediate delivery of Triumph Renown saloon, also Standard Vanguard Phase II, black, both at list price.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N5012]

BERKELEY SQUARE HOUSE GARAGE, Ltd.
OFFER early delivery with service on the spot, day and night garage.

BERKELEY Square, London, W.1. Cro. 4343. [0940/R]

IMMEDIATE delivery Standard Vanguard Phase II saloon, black with heater; £654.
X. L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 5555. [N4060]

IMMEDIATE delivery new Phase II Vanguard, list price.—Windovers, Ltd., 33, Sloane St., S.W.1. Sloane 6970. [7409]

C. A. PETO, Ltd., offer immediate delivery of Phase II Vanguard saloon, list price.—42, North Audley St., W.1. May. 3051. [N5045]

NEW CARS FOR SALE

STANDARD

C. A. PETO, Ltd., offer immediate delivery of new P.11 Vanguard estate car; list price: £494/15.—42, North Audley St., W.1. May 3051. [N5043]

STANDARD car specialists in sales and service; deferred terms.—Staines Motors, 105, Crickwood Broadway, London, N.W.2. Gladstone 2490. [0431/R]

NEW Standard Vanguard available for immediate delivery.—Chain Garages (Sales), Ltd., Hanger Lane, Junction Western Ave., Ealing, W.5. Per. 4404/5. [N1045]

OVER HALL GARAGES offer for immediate delivery new P.11 Vanguard saloon, black, crimson leather, exchanges, deferred terms.—Staines Rd., Bedford, Middlesex, Ashford 2523. [7592]

STANDARD Vanguard Phase II saloon, black/maroon leather, heater, list price immediate delivery.—Jack Olding Car Co., Ltd., North Audley St., W.1. Mayfair 5242. [N5030]

YOU couldn't do better than secure your new Standard Vanguard saloon now for immediate delivery, current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. [N2008]

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Estate and Phase II Vanguard saloons; choice of colour, demo, available.—Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston, Tel. Kin 3151-4. [0402/R]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Roston Rd., N.W.1. Euston 4444.—Repairs for all models. Hawley Cres., Camden Town, Gul. 4141. [0091/R]

SUNBEAM-TALBOT

SMITH AUTO CO., Ltd., Main Dealers for Rootes Group, offers early delivery of saloon and coupe models.—145, London Rd., Croydon. Croydon 4600-4652. [4869/R]

NEW Sunbeam-Talbot 90 saloon, finished in gun grey, red upholstery; including purchase tax, £1,226/10.—Brew Bros., 153, Old Brompton Rd., E.W.7. Frenantle 3535. [N1093]

SUNBEAM-TALBOT

ORDERS accepted now for new Sunbeam-Talbots; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [N5011]

TRIUMPH

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

OFFER early delivery with service on the spot: day and night garage.

BERKELEY Sq., London, W.1. Gro. 4543 [0856/R]

PRIDE & CLARKE, Ltd.—Immediate delivery Triumph and Triumph Renown, grey, full equipment; list price £1,136/11/8.—42, North Audley St., W.1. May 3051. [0741/R]

KJ MOTORS, Ltd.—Standard, Triumph distributors for N.W. Kent, can offer delivery on all models.—Bromley, Kent. Rav. 3456. [0285]

REOWN: enquiries invited for early delivery.—Motourists (London), Ltd., 68 North Rd., E. Finchley Station, N.2. Tudor 2501-2. [N5018]

C. A. PETO, Ltd., offer immediate delivery of new Triumph Renown, grey, full equipment; list price £1,136/11/8.—42, North Audley St., W.1. May 3051. [N5043]

YOU couldn't do better than secure your new Triumph Renown now for immediate delivery, current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. [N2008]

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery Renown saloons; choice of colour.—39-45, Eden St., Kingston, Tel. Kin 3151-4. [0895/R]

1953 Triumph Renown saloon, black, light brown leather, including latest built-in H.M.V. push-button radio, heater, over-riders, immediate delivery ex stock, at the new reduced price, £1,136/11/8, ex works; part exchange and easy payments.

McKINNON MOTORS, Ltd., Langham House, 5, St. Mark's Rd., Wallington, Surrey. Establishments 1906. Tel. Wallington 5404. [N5020]

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Show-rooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.5. Acorn 4641. [0019/R]

KJ MOTORS, Ltd., main dealers for Bromley

3456. [0221/R]

VOLKSWAGEN

V. W. MOTORS, Ltd.

SOLE concessionaires Great Britain and Northern Ireland, Byron House, 7-9, St. James's St., London, S.W.1. Whl. 9501. [0648/R]

COLBORNE GARAGE, Ltd., Ripley, Surrey

BUY your new Volkswagen from the original special-ists and main dealers; full service facilities.—Tel. Ripley 2561. [0017/R]

WOLSELEY

EW EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951). [N4046]

MEBES & MEBES, Ltd. (Est. 1895).

WOLSELEY area dealers.

OFFER early delivery of the 6/80 model and rotational delivery of the new model 4/44.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N5012]

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House Piccadilly, W.1. Grosvenor 5401. [0012/R]

MARSTON MOTOR CO., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd. Sta. 6000. [0175/R]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO

VAUXHALL self-drive 1950-1953 Wyvern, Velox, heater, costs £7 (£19.60 U.S.) per week, winter 4gns. (£11.75 U.S.) per week, small mileage charge; alternative rates; radio, A.A., R.A.C., Continental touring, overseas visitors welcomed.—Synchro Garages, Ltd., 1, Peterham Mews, S.W.7. Western 4108. [0636/R]

MANCHESTER.—Drive yourself 1953 saloons; overseas visitors specially catered for.

LOWEST rates in the trade; delivery anywhere in England.

ORFLEYS, 47, Upper Chorlton Rd., Manchester, 18, Tel. Moss Side 1937. [0646/R]

FORD Zephyr and Prefect saloons; self- and chauffeur-driven, cheap unlimited mileage rates.

GEE CARB, Ltd., 60-62, Queensdown Rd., S.W.8. Mac. 3563. [0091/R]

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Res. 36, Mackenzie St., Tel. Slough 20501. [0132/R]

IVOR HILL, Ltd.—1953 A40 Somerets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5606. [0560/R]

IRISH touring, hire it and drive it, the Morris Oxford and Minor.—Sheilbourne Motor Co., Ltd., 20, Kildare St., Dublin. [0281]

IRELAND: self-drive.—Ryans, Dept. A, 33, Upr. O'Connell St., Dublin; 7, Crofton Ave., Dun- laoghaire. [0281]

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Coddington Mews, W.11. Park 9064/5. [0466/R]

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2). Dolphin Square, S.W.1. [0042/R]

SELF-DRIVE hire, inclusive terms, 1952 saloons.—Smith & Hunter, 376, Kensington High St., W.8. Western 2512. [0458/R]

YORKSHIRE.—Drive Yourself (Hull) Ltd., Morris Minor, Oxford, Bix. Jaguar Mk. V.—363 Anlaby Rd., Hull 51039. [5787]

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons, Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [19064]

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire, 5-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R]

WIMBLEDON CAR HIRE.—Self-drive specialists; 1951 and '52 Austin A40s and A70s from £3 a day.—Manuel Rd., S.W.19. Wim. 3634. [0811/R]

A40 £10 p.w., 300 free miles; excess 6d per mile.—Truman's Garage, Arthur Court, Queensway, Bayswater, W.2. Bay. 6415. [0886/R]

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale Forest Hill, S.E.23. (For. 2432). [0679/R]

1953 self-drive cars available for hire from Self Drive Motoring, Ltd., 108, Knightbridge, S.W.1. Tel. Ken. 6428, and Bay. 8229 (Garage). [2956]

Hours from 25; also new Zephyrs, Convals, 24 Oxfords, Somerets, etc.; request tariff.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Pad. 2646-6800. [0818/R]

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war A and 10hp Fords; unlimited mileage; cars delivered.—Bri. 5532, 290, Milkwood Rd., Herne Hill, S.W.24. [0683/R]

NEW cars in perfect condition; self-drive from 61 per day and 6d per mile, including petrol, oil and insurance; minimum mileage over 60 miles per day; overseas visitors receive special attention.

WILSON'S CAR HIRE SERVICES, Ltd., 54, Acre Lane S.W.2 (Tel. Brixton 4011 and at 1, Dorking Rd., Epsom (Tel. Epsom 3901). [0402/R]

CARS FOR HIRE

WM

WELBECK MOTORS, Ltd.

FOR far the finest self-drive or chauffeur-driven car hire get in touch with Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 3991 (6 lines).

SELF-DRIVE.—Coming on leave, visiting Britain? Keenest rates, reduced charges extended periods; 50 latest models.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0067/9. [M4049/R]

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur-driven, 1951-52 A40s and A70s to drive yourself; competitive rates.—12, Bourton St., Berkeley Sq., W.1. Mayfair 6669. [0064/R]

DRIVE yourself hire, post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 154, St. Titchfield St., London, W.1. Museum 6369. [M2003]

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors; chauffeur-driven saloons available, airports, stations, etc.—C. P. (Bulham), Ltd., 20, Bulham Hill, Continental Tube, Clapham South Tube. Batt. 1107-8-9. [M2024/R]

SUSSEX MOTORS.—Self-drive or chauffeur-driven; 1952-53 Morris Minors, Austin A40, Vauxhalla, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews Burwood Place, Edgware Rd., London, W.8. (near Marble Arch) Pad. 5506 and Amb 5025. [0589/R]

DRIVE YOURSELF HIRE CO. (LONDON), Ltd., from 25/- per day (20/- per day, business hire), Continental Tube, tariff on request.—306, Seven Sisters Rd., Finsbury Park, N.4. Can. 1131; 20, Grosvenor Place, Victoria, S.W.1. and 33, Kings Rd., Chelsea, N.W.3. Sig. 4057/7. [0577/R]

OVERSEAS visitors: a fleet of 1952-3 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehyre stations throughout Britain. Also available for home market. [0811/R]

COLLINS CARS for self-drive: 1951 Austin A40s and A70s, Humber Hawks, Vanguards and Austin 16s from 16s per week; no mileage charge or extras, chauffeur-driven cars always available.—Garage and Works, 290-300, Lenark Rd., W.9. Tel. Maida Vale 5134/3651-2. [C1055]

LUXURY travel at low cost in Britain and Europe. £50 new Jaguars, Austins, Fords, from £2 a day for 70 miles then 5d a mile, or 70/- a day unlimited mileage. H.M.V. radios heaters roof racks, sun roofs, air conditioners; recommended A.A. and R.A.C.—J. Davy, 8/9, Logan Place, Kensington, W.8. Ffr. 6000; or 215, Brompton Rd., S.W.3. Ken. 1108. [0401/R]

HIRE a car as private as your own from Victor Britain, the car hire specialist, and drive away in a 1953 model from London's most convenient location, no extras; rates include all petrol and 4 or 5 can ride for the cost of 1; from £1 a day or £6 a week, and 8d a mile; 24-hour service; reserve your car now.—Victor Britain, Ltd., 12a, Berkeley St., W.1. Grosvenor 4981. [7312]

DAY AND NIGHT SERVICE

A.O. Always open). N.S. (Not Sunday).

ASHTON, Middx.—Erbert & Mills, Ltd., Church Rd., R.A.C. & A.A. reprs. Tel. 2678, 2960. A.O. [2222/R]

BRADFORD, Yorks.—Eric S. Myers, Ltd., N. & W. Depots, Drift Park, Belle Vue, Bradford 25603. [0770]

MANCHESTER, 3, City Centre.—Williams Motor Co., Ltd., 1-15, Trafford St. Always open for garage, petrol and complete breakdown and accident service. [0769]

PIRBRIGHT (near Guildford/Woking), Surrey.—Clarke's of Pirbright, Brookwood 2201/2. A.O. [2221/R]

EXCHANGE

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [0831/R]

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and mopeds; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential; cash refunded on exchanges; open 2-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [M4018/R]

RON McKENZIE invites you to his Motor Cycle & Car Exchange Centre, at 961, Chester Rd., Streetford, 2 miles Sth. Manchester, open to 8 p.m. and week-ends; terms if required. [0025]

42PT reg. yacht Manya, handed twin screw, pneumatic control of gears, 13 knots ketch rig, value £3,350, or exchange smaller boat and cash or post-war Bentley car.—Lewis Motors, Gerrards Cross 5777. [9068]

EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 months.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0036/R]

36" twin-screw cruiser, centre wheelhouse and by design, China-type hull, Commodore pet-paraffin engines, 2/1 reduction and reverse gear auxiliary engine, sleeps 4 Dunlopillo throughout, completed last year, used for trials only, lying Solent; £2,950, or near offer, or would exchange for recent M.V. Bentley. Write Box 4876. [7299]

CAR RADIO

RADIOMOBILE accredited dealers, qualified mechanics are always available for car radio repairs.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0222/R]

MOTOROLA, world's finest; motor radio; sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R]

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1937. [0162/R]

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Tel. Pops Grove 1035-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail all makes available. [0116/R]

BRAND new Detricone Master de Luxe car radios, dual voltage 6-12, dual wavebands, super performance, easily fitted, stupendous value—special clearance offer at half price, £12/10; free descriptive leaflet.—O. Lawrence Co., 5, Slater Place, Liverpool, 1. [7437]

COACHBUILDERS AND BODIES

COOPER MOTOR BODIES, 253, Putney Bridge Rd. S.W.15.

Old stocks of bodies are considerable and varied.

Rolls, Bentley, Daimler, etc., building repairs, alterations a specialty; enquiries invited; bodies bought.—Putney 7548. [0034/R]

MISCELLANEOUS ADVERTISEMENTS

COACHBUILDERS AND BODIES

NEW shooting brake bodies and conversions, reasonable prices.—Lawton-Goodman, 135, Crickweald Broadway, N.W.2. [M2022]

TICKFORD Ltd., Coachbuilders, 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3536.—Repairs executed of every description. [M4029]

W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, reculicising, trimming and conversions; special facilities for overseas visitors.—Mortlake Rd., New. Ric. 5625/6. [M348/R]

RONALD KENT (COACHBUILDERS), Ltd.—The specialists in accident repair work, offer courteous and efficient service combined with really economical prices, for all types of motor body repairs, renovations, reculicising and trimming.—Coalwharf Rd. (first turning left off of Shepherd's Bush Central Line Station), Shepherd's Bush 2251. [M212]

CLEARANCE bargains, 40in deep pile car carpet, rubber backed, various colours, 32/6 sd.; remnants 50in heavy velour head linings, lawn or grey, 7/6 sd.; coloured hoodings, mohair nylon, etc. 54in 22/6 sd.; 72in 27/6 sd.; polished rear lights, 27/6 each; Vynde leather cloth 50in, 10/- yd., over 200 headings, mouldings, trimmings, perspex fittings, etc.; everything for your own repairs; for new 30-page price list with practical hints and tips, send P.O. 2/- and a stamp.—Wings, 195, High St., West Wickham, Kent. [M4081]

COACHBUILDERS AND BODIES

GROUT & Co. (COACHBUILDERS), Ltd., 2, Ilfey Rd., Hammersmith, Riverside 1048.—All types of coachwork. [M509/R]

FINANCIAL PARTNERSHIP, ETC.
AMPLE funds available at 4½% for promotion expansion of existing retail garage and allied businesses.—Box 0120. [7420]

YOUNG man, 37, over 20 years mechanical sales experience, willing to invest, seeks active partnership in established garage concern, where owner is considering retirement within next few years, references exchanged.—Box 0157. [7467]

LAMPS, ETC.

YELLOW headlamp bulbs for Continental driving available for most makes.—Beverly Motors, Airic Ave., New Malden 4403 [1528]

PACKING AND SHIPPING

R. & J. PARK, Ltd., 145/5, Fenchurch St., E.C.3, 1, Marston House 3083. Packing Works: Dominion Works, Chiswick, W.4, Chiswick 7761. Special shippers to the motor trade. [M505/R]

THE MOTOR PACKING Co., Ltd., London Colney, 1, Herts (Tel. 3146) specialists with 40 years experience in packing and shipping, can reduce your landed costs by their C.K.D. methods, collection and delivery f.o.b. or c.i.f. branches Coventry and Liverpool. [M506/R]

PATENTS, EXPERIMENTAL WORK

J. E. S. LOCKWOOD, patent agent, White House, 111, New St. Birmingham Handbills free [719/4]

PORTABLE BUILDINGS AND GARAGES

IRON buildings, open sided shelters, 18 x 36ft. corr. iron roof, £110; transport and implement sheds above with ends and one side enclosed, £188.—Write to John Reid & Sons, 3 to 5, Durham House, Bourne-mouth, or visit works, Mill Lane, Christchurch, Hants. [742/4]

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A. M. I. M. I., City and Guilds, A. M. I. Mech. E., etc., on "No-pass-no-fee" terms; over 95% successes, for details of Exams and Courses in all branches of auto-mechanical eng., etc., write for 144-page handbook, free.—B.I.E.T. (Dept. 722) 17, Stratford Place, London, W.1. [M967/R]

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ELEPHANT MOTORS, Ltd., Axle shafts, London's largest stockists for all makes. Can we be your CROWN wheels and pinions, large stock for most makes new and second-hand.—97/103, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [M609/R]

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50/-—Brand new 6-volt batteries, 12-volt, 95/-; guaranteed.—Westbury Garage, Westbury Ave., Wood Green, N.22, Bowes Park 3500. [7750]

STORAGE batteries, finest possible specification dry, uncharged, 12V 75a.h. heavy duty 19 plate, separate cell, in hardwood cases, price £7/17/6, delivery 9/6. 9a.h., 15 plates, hard rubber cells, also suitable for 6 cars, tractors, lorries, price £3/7/6, delivery 7/6.

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BATTERIES!!! Super quality, brand new, guaranteed 6-volt 60-amp, 55/-; 12-volt 60-amp, 110/-; carriage extra, complete stocks, lists free.—Young's, 32, Tooting Bec Rd., London, S.W.17, Balham 7791. [M925/R]

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BRAKE cables reconditioned as new; trade enquiries invited, send name and worn cables for quotations.—A. J. Browning, Dart St. Works, Dart St., London, W.10, Ladbroke 3841. [M014/R]

BRAKES, immediate delivery all spares, cables and shoes for Girling, Bendix and Lockheed systems; trade enquiries invited.—The Headingley Motor & Engineering Co., Ltd., 8, Otley Rd., Leeds 6, Tel. Leeds 52627-8. [M635/R]

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CAMSHAFTS, worn or damaged cams built up and reground to original profile and lift.—Moore & Ellis (London), 1946, Ltd., 67, Scoresby St., London, S.E.1, Wat. 7261. [M262/R]

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STROMBERG carburettors.

GOWER & LEE, Ltd., supply new and replacement units, parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York 68, Baker St., W.1, Welbeck 6628 (5 lines). [M055/R]

S. U. CARBURETTORS and pressure pumps
SERVICE tuning repairs
SOLE distributors.

W. H. M. BURGESS, Ltd., 28, Brunel Rd., Old Oak Common Lane, Acton, W.3, Shepherd's Bush 571 (4 lines). It will be appreciated if you'll write before an appointment. [M665/R]

S. U. official carburetor agent, tuning by S.U. trained mechanics; car repairs.—Geo. Adams, 28/30, Rochester Mews, N.W.1, Gul. 4074. [M255]

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S. U.—Official service depot.—Carburetors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 1122.

M. COOK & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath 62 minutes Norbury Station. [M260/R]

COX-ATMOS economiser ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [M594/R]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [M525/R]

ZENITH replacement carburetors and spares, official Zenith service station.—Milestone's Service Garage, Ltd., 308, Erith Rd., Beesley Heath, Frith 2469. [M572/R]

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LET us rebore your car on your own premises, supply pistons, any distance.—Parker & Sons, 45a, Brixton Hill Rd., Woodwich, S.E.18, Wool. 4657/6866. [M785/R]

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FOR first-class service and outstanding workmanship.—Hamilton Motors (London), Ltd., 466-480, Edgware Rd., London, W.2, and 169-171, Harrow Rd., W.3, Paddington 0022 (12 lines). [M096/R]

BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding, line boring, bearings, remanited, retoring, sleeve, surface grinding.—32/34, Benscham Lane, S. Croydon, Thornton Heath 4126. [M0510/R]

BLOCKS rebored, mirror finish, Wellworthy pistons; Austin 7, 72/-; popular 8-10hp, £5/10; discount to traders, sleeve, retoring, surface grinding, exchange crankshafts, etc.—Tudor 5670, Rowley & Louis, Summerland Gdns., Muswell Hill, N.10. [M029/R]

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SILVERTOP aluminium H.C. cylinder heads give S.U. maximum performance attainable from Premium quality winning many races and rallies for users; for Morris 8 25, Series E 39, Morris Minor (thermostats) fittings £10, Ford 8 and 10 (Spigot dynamo) £8, platform £8-15, Hillman Minx 34, 55, Talbot 10 or £10.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071]

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COUNTRY house diesel light and power plants, on specialists 2 to 25kw, separate dynamo, alternator or engine, lists free.

POWERCO, Wandsworth Town Station Works, York Rd., London, S.W.18, Van 5234 (10 mins. Waterloo). [M020/R]

CLARE'S MOTOR WORKS,—Second-hand and reconditioned exchange stocks of dynamo, starter, magnetos, distributors and S.U. pumps; quotations for repairs or replacements.—Clare's Motor Works, 260, Knights Hill, West Norwood S.E.27. [M0149/R]

DYNAMOS starters, distributors, magnetos repaired and replacements, armatures rewound, electrical repairs.—A. J. Browning, 73, Lancesfield Rd., London, W.10, Lad. 5891. [M0690/R]

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ELSTACE WATKINS, Ltd., Chelsea Manor St., sole London distributors, Wolsey cars, exchange engines stocked for all models; any make of engine reconditioned. [M0276/R]

PARTS AND ACCESSORIES, REPAIRERS, ETC.

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EXCHANGE engine service to the trade: Austin, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed exchange and outright sale—Capital Garage & Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14, Tel. Moss Side 1752. (0274/R)

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EXPORTERS, KIRTON, Honiton, Devon, and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps, exporters and factors of new war surplus and second-hand components and accessories; write us for everything. (0420/R)

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ALVIS 25, A.C. 1934 16hp, 1940 Ford V.8, 1935 Alvis 24, 1934 Lancaster 10, 1936 Morris 8 and 10, 1938 Morris 10-12wt, 1936 Rover 10, Rolls-Royce Silver Ghost, Sunbeam 18.2, Singer 11hp I.L.S., 1935 Talbot 15, 1935 1938 and 1935 Wolseley Hornet, 1936 Wolseley 13, 13 and 25, Auburn (supercharged), S.S.1, Vauxhall D.K., 1936 Armstrong Siddeley 17, 1937 Chrysler and Dodge 20, 1936 Rover 12, Talbot 14, 1934 Bentley 3-litre, 1923 Rolls-Royce 20hp, 1935 Alvis Silver Eagle, 1935 Daimler 20hp, 1935 Hillman Minx, 1935 Lancaster 10, 1934 Singer 9, 1946 Standard 12, Morris 7.5, 13, Lincoln Zephyr and Rolls-Royce Phantom II 1929, M.G. 2.6-litre, S.S.1 Airline, Morris 18 and 25.

LE us have your enquiries, we have been dismantling vehicles for many years and we may have that part you require.

G. A. BROOKS (MOTOR COMPONENTS), Ltd., Stamford Rd., Epsom, Surrey. Tel. Epsom 1084 and 2372. (M1084)

SPECIAL new dismantlings at Motolympia:—

1938 Lancaster 10-1938 B.S.A. Scout, 1937 Rover 16, 1937 Austin 10, 1936 Alvis 13.2.

DO you want any parts? Rapid C.O.D. service. All types available. Over 1,000 other cars dismantled—W.D. Motolympia. (7415)

CLARE'S MOTOR WORKS—Change of address.

260 Knights Hill, West Norwood, London, S.E.27. Gipsy Hill 0132. Buses 68, 43, 137, 196.

OUR second-hand spare part and electrical business has now been entirely transferred to above address.

CLARE'S for spares, all popular makes, new and second-hand, 1924-50, large stocks; exchange service, quotations by return, approval; established 30 years—Clare's Motor Works, see above. (0218/R)

PARTS, gears made, S.H. supplied, gear boxes reconditioned—Blakey & Dart, Newland, Lincoln 11079. (0109/R)

LARGE stocks of spare parts always available, now dismantling:—

38 Rover 14, '38 Hillman 14, '37 Standard 12, '38 Ford 8, '37 Wolseley 21, etc. and Austin Big 7.

CONWAY OF ACTON, 13, High St., Acton, W.3. Acton 1748. (0694/R)

HARLINGTON CORNER SPARES AND ENGINE SERVICE, A VERY large stock of new and second-hand spares; also reconditioned engines for most makes of cars.

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RAYMOND WAY for Bond spares of all types; free advice to all Bond Minicar enthusiasts.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044. Connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards.) (0634/R)

INCLUDED in a recent batch of vehicles we have purchased for dismantling are the following:—

48 Alford, '33 and '34 Austin Big 7, '37 Austin 10, '39 Citroën 13, '39 Morris 14, '37 Rover 14, '36 Standard 9, '36 Talbot 7.5, '36 Triumph '36 Vauxhall D.K., '36 Vauxhall 15.5hp, etc.

OUR classified stores hold spares for most makes and models; list sent upon application.

CHESHINGTON SALVAGE CO., Ltd., Church Lane, Cheshington, Surbiton, Surrey. Tel. Epsom 4029 (4 lines). (0051/R)

AUSTIN 8, 1940/1947, all second-hand parts available—H. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.). (M4305)

SAFETY GLASS

PARTS AND ACCESSORIES, REPAIRERS, ETC.

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RICHFIELD.

SPEEDOMETER repairs.—Rev. counters, electric and lever clocks. Best and most prompt, efficient and economical service, immediate replacement for most types, others within 48 hours; any make handled by our fully qualified staff, all repairs guaranteed.—See below.

SPEEDOMETER cables.—20,000 in stock, any make or type; state year, make and h.p.; all cables guaranteed.

THOS RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Tel. 0402 (5 lines). Established 13 years. [0070/R]

SPEEDOMETER SUPPLY CO., Ltd., 54, Shelton St., Long Acte, London W.C.2. Established 1912. Temple Bar 2700. [0165/R]

PRIDE & CLARKE, Ltd.—All spares in stock, speedometers repaired and set to zero from 15/-; quick service and quotations.—Stockwell Rd., S.W.9. Tel. 6251. [0742/R]

AUTO TEMPO METER CO., Ltd., Speedometer Specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables; all instruments guaranteed six months, established 35 years.—140-2, King's Cross Rd., London, W.C.1. Terminus 0633-4. [0546/R]

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LARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Battersea 3590/3769. [0312/R]

WEST LONDON REPAIR CO., Ltd., Wim. 6316/7.—Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon [0251/R]

SUPERCHARGERS

CARBURETTORS, Ltd., manufacturers of the **ARNOTT** low-pressure supercharger, can give early delivery of installations for M.G., Morris Minor, Oxford, Austin A40, Ford, Riley 16-valve, Standards, Triumphs, Citroëns, Hillmans, Bristol, Humber, Sunbeam-Talbot, Wolseley 6-80 and other cars.

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SHARMANS TYRE SERVICE for deep tread guaranteed Remoulds.

5.90	13	65/6	5.00	14	55/9	5.25	15	65/-	5.50	15	69/6	5.75	15	74/6	6.00	15	75/6	6.50	15	82/6	7.00	16	65/6	7.25	16	69/6	7.50	16	74/6	8.00	16	79/6	8.50	16	84/6	9.00	16	89/6	9.50	16	94/6	10.00	16	99/6	10.50	16	104/6	11.00	16	109/6	11.50	16	114/6	12.00	16	119/6	12.50	16	124/6	13.00	16	129/6	13.50	16	134/6	14.00	16	139/6	14.50	16	144/6	15.00	16	149/6	15.50	16	154/6	16.00	16	159/6	16.50	16	164/6	17.00	16	169/6	17.50	16	174/6	18.00	16	179/6	18.50	16	184/6	19.00	16	189/6	19.50	16	194/6	20.00	16	199/6	20.50	16	204/6	21.00	16	209/6	21.50	16	214/6	22.00	16	219/6	22.50	16	224/6	23.00	16	229/6	23.50	16	234/6	24.00	16	239/6	24.50	16	244/6	25.00	16	249/6	25.50	16	254/6	26.00	16	259/6	26.50	16	264/6	27.00	16	269/6	27.50	16	274/6	28.00	16	279/6	28.50	16	284/6	29.00	16	289/6	29.50	16	294/6	30.00	16	299/6	30.50	16	304/6	31.00	16	309/6	31.50	16	314/6	32.00	16	319/6	32.50	16	324/6	33.00	16	329/6	33.50	16	334/6	34.00	16	339/6	34.50	16	344/6	35.00	16	349/6	35.50	16	354/6	36.00	16	359/6	36.50	16	364/6	37.00	16	369/6	37.50	16	374/6	38.00	16	379/6	38.50	16	384/6	39.00	16	389/6	39.50	16	394/6	40.00	16	399/6	40.50	16	404/6	41.00	16	409/6	41.50	16	414/6	42.00	16	419/6	42.50	16	424/6	43.00	16	429/6	43.50	16	434/6	44.00	16	439/6	44.50	16	444/6	45.00	16	449/6	45.50	16	454/6	46.00	16	459/6	46.50	16	464/6	47.00	16	469/6	47.50	16	474/6	48.00	16	479/6	48.50	16	484/6	49.00	16	489/6	49.50	16	494/6	50.00	16	499/6	50.50	16	504/6	51.00	16	509/6	51.50	16	514/6	52.00	16	519/6	52.50	16	524/6	53.00	16	529/6	53.50	16	534/6	54.00	16	539/6	54.50	16	544/6	55.00	16	549/6	55.50	16	554/6	56.00	16	559/6	56.50	16	564/6	57.00	16	569/6	57.50	16	574/6	58.00	16	579/6	58.50	16	584/6	59.00	16	589/6	59.50	16	594/6	60.00	16	599/6	60.50	16	604/6	61.00	16	609/6	61.50	16	614/6	62.00	16	619/6	62.50	16	624/6	63.00	16	629/6	63.50	16	634/6	64.00	16	639/6	64.50	16	644/6	65.00	16	649/6	65.50	16	654/6	66.00	16	659/6	66.50	16	664/6	67.00	16	669/6	67.50	16	674/6	68.00	16	679/6	68.50	16	684/6	69.00	16	689/6	69.50	16	694/6	70.00	16	699/6	70.50	16	704/6	71.00	16	709/6	71.50	16	714/6	72.00	16	719/6	72.50	16	724/6	73.00	16	729/6	73.50	16	734/6	74.00	16	739/6	74.50	16	744/6	75.00	16	749/6	75.50	16	754/6	76.00	16	759/6	76.50	16	764/6	77.00	16	769/6	77.50	16	774/6	78.00	16	779/6	78.50	16	784/6	79.00	16	789/6	79.50	16	794/6	80.00	16	799/6	80.50	16	804/6	81.00	16	809/6	81.50	16	814/6	82.00	16	819/6	82.50	16	824/6	83.00	16	829/6	83.50	16	834/6	84.00	16	839/6	84.50	16	844/6	85.00	16	849/6	85.50	16	854/6	86.00	16	859/6	86.50	16	864/6	87.00	16	869/6	87.50	16	874/6	88.00	16	879/6	88.50	16	884/6	89.00	16	889/6	89.50	16	894/6	90.00	16	899/6	90.50	16	904/6	91.00	16	909/6	91.50	16	914/6	92.00	16	919/6	92.50	16	924/6	93.00	16	929/6	93.50	16	934/6	94.00	16	939/6	94.50	16	944/6	95.00	16	949/6	95.50	16	954/6	96.00	16	959/6	96.50	16	964/6	97.00	16	969/6	97.50	16	974/6	98.00	16	979/6	98.50	16	984/6	99.00	16	989/6	99.50	16	994/6	100.00	16	999/6	100.50	16	1004/6	101.00	16	1009/6	101.50	16	1014/6	102.00	16	1019/6	102.50	16	1024/6	103.00	16	1029/6	103.50	16	1034/6	104.00	16	1039/6	104.50	16	1044/6	105.00	16	1049/6	105.50	16	1054/6	106.00	16	1059/6	106.50	16	1064/6	107.00	16	1069/6	107.50	16	1074/6	108.00	16	1079/6	108.50	16	1084/6	109.00	16	1089/6	109.50	16	1094/6	110.00	16	1099/6	110.50	16	1104/6	111.00	16	1109/6	111.50	16	1114/6	112.00	16	1119/6	112.50	16	1124/6	113.00	16	1129/6	113.50	16	1134/6	114.00	16	1139/6	114.50	16	1144/6	115.00	16	1149/6	115.50	16	1154/6	116.00	16	1159/6	116.50	16	1164/6	117.00	16	1169/6	117.50	16	1174/6	118.00	16	1179/6	118.50	16	1184/6	119.00	16	1189/6	119.50	16	1194/6	120.00	16	1199/6	120.50	16	1204/6	121.00	16	1209/6	121.50	16	1214/6	122.00	16	1219/6	122.50	16	1224/6	123.00	16	1229/6	123.50	16	1234/6	124.00	16	1239/6	124.50	16	1244/6	125.00	16	1249/6	125.50	16	1254/6	126.00	16	1259/6	126.50	16	1264/6	127.00	16	1269/6	127.50	16	1274/6	128.00	16	1279/6	128.50	16	1284/6	129.00	16	1289/6	129.50	16	1294/6	130.00	16	1299/6	130.50	16	1304/6	131.00	16	1309/6	131.50	16	1314/6	132.00	16	1319/6	132.50	16	1324/6	133.00	16	1329/6	133.50	16	1334/6	134.00	16	1339/6	134.50	16	1344/6	135.00	16	1349/6	135.50	16	1354/6	136.00	16	1359/6	136.50	16	1364/6	137.00	16	1369/6	137.50	16	1374/6	138.00	16	1379/6	138.50	16	1384/6	139.00	16	1389/6	139.50	16	1394/6	140.00	16	1399/6	140.50	16	1404/6	141.00	16	1409/6	141.50	16	1414/6	142.00	16	1419/6	142.50	16	1424/6	143.00	16	1429/6	143.50	16	1434/6	144.00	16	1439/6	144.50	16	1444/6	145.00	16	1449/6	145.50	16	1454/6	146.00	16	1459/6	146.50	16	1464/6	147.00	16	1469/6	147.50	16	1474/6	148.00	16	1479/6	148.50	16	1484/6	149.00	16	1489/6	149.50	16	1494/6	150.00	16	1499/6	150.50	16	1504/6	151.00	16	1509/6	151.50	16	1514/6	152.00	16	1519/6	152.50	16	1524/6	153.00	16	1529/6	153.50	16	1534/6	154.00	16	1539/6	154.50	16	1544/6	155.00	16	1549/6	155.50	16	1554/6	156.00	16	1559/6	156.50	16	1564/6	157.00	16	1569/6	157.50	16	1574/6	158.00	16	1579/6	158.50	16	1584/6	159.00	16	1589/6	159.50	16	1594/6	160.00	16	1599/6	160.50	16	1604/6	161.00	16	1609/6	161.50	16	1614/6	162.00	16	1619/6	162.50	16	1624/6	163.00	16	1629/6	163.50	16	1634/6	164.00	16	1639/6	164.50	16	1644/6	165.00	16	1649/6	165.50	16	1654/6	166.00	16	1659/6	166.50	16	1664/6	167.00	16	1669/6	167.50	16	1674/6	168.00	16	1679/6	168.50	16	1684/6	169.00	16	1689/6	169.50	16	1694/6	170.00	16	1699/6	170.50	16	1704/6	171.00	16	1709/6	171.50	16	1714/6	172.00	16	1719/6	172.50	16	1724/6	173.00	16	1729/6	173.50	16	1734/6	174.00	16	1739/6	174.50	16	1744/6	175.00	16	1749/6	175.50	16	1754/6	176.00	16	1759/6	176.50	16	1764/6	177.00	16	1769/6	177.50	16	1774/6	178.00	16	1779/6	178.50	16
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6-7, DINGWALL RD., CROYDON (1 MINUTE
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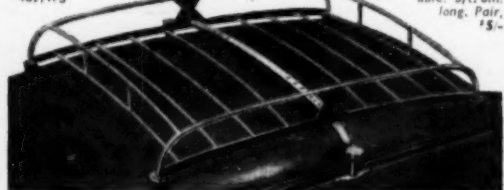
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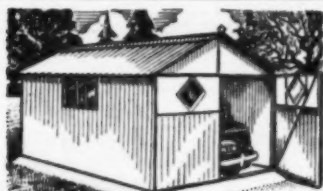
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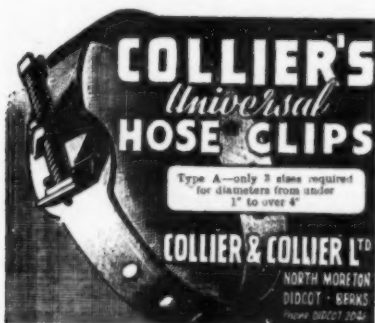
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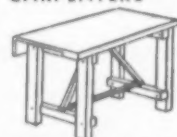
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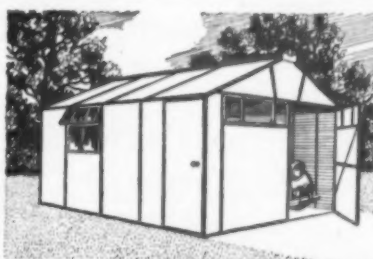
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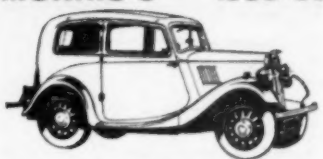
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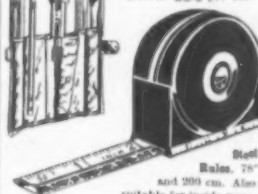
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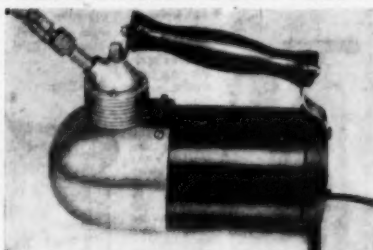
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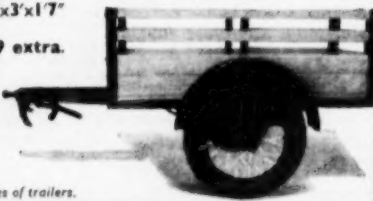
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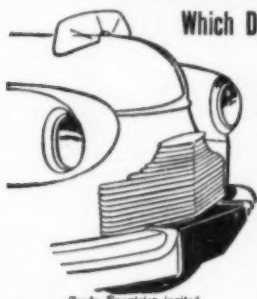
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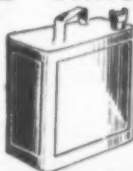
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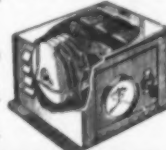
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"We were going to the wife's sister's wedding . . . one of these big affairs where everybody knows nobody. Fate however, decided to intervene on the way, because the car died on my hands . . . just like that, no warning, two or three 'phut phuts' perhaps and then stop! I tried, of course, but I had a feeling before I lifted the bonnet that it was going to mean a walk to the nearest phone box."

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The Autocar

AUGUST 21, 1953

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**Powerful
Penetrating
Pleasant**



HIGH NOTE

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These horns give a powerful and resonant warning, yet distinctive and pleasing. They are relatively light and compact for their power, easy to fit, and are supplied in blended pairs, one high note and one low note, operated simultaneously to give a mellow and harmonious signal. Finished in polished ebony black, complete with cables, instructions, etc. Order now from your local garage or nearest Lucas agent.

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IN MATCHED PAIRS

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